

MULLINS LAW GROUP PLLC*Transportation Solutions for the 21st Century*2001 L Street NW, Suite 720
Washington, DC 20036**William A. Mullins**
wmullins@mullinslawgroup.net
mullinslawgroup.netTelephone: (202) 663-7850
Direct: (202) 663-7823
Facsimile: (202) 464-9123ENTERED
Office of Chief Counsel
August 28, 2026
Part of
Public Record

August 28, 2026

VIA E-FILINGCynthia T. Brown, Chief
Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001Re: The Alabama Great Southern Railway Company – Abandonment Exemption
– In St. Tammany Parish, Louisiana, AB-290 (Sub-No. 423X)

Dear Ms. Brown:

Pursuant to 49 C.F.R. Part 1152, Subpart F – Exempt Abandonments and Discontinuances The Alabama Great Southern Railroad Company ("AGS") is filing a verified abandonment of service notice of exemption permitting AGR to abandon rail service over an approximately 3.60-mile long rail line, extending from Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, Louisiana. A \$5,300.00 filing fee has been paid via Pay.gov. If there are any questions about this matter, please contact me directly, either by telephone at (202) 663-7823 or by email at wmullins@mullinslawgroup.net. If I am not available, you may also contact Spencer M. Naake, who can be reached at (202) 663-7829 or by e-mail at snaake@mullinslawgroup.net.

Respectfully submitted,

/s/ ***William A. Mullins***William A. Mullins
Attorney for The Alabama Great Southern Railroad
Company

Enclosures

FILED
August 28, 2026
SURFACE TRANSPORTATION BOARDFEE RECEIVED
August 28, 2026
SURFACE TRANSPORTATION BOARD

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– ABANDONMENT EXEMPTION –
IN ST. TAMMANY PARISH, LOUISIANA**

AB-290 (Sub-No. 423X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

**Hanna M. Chouest
NORFOLK SOUTHERN CORPORATION
650 W Peachtree St N.W.
Atlanta, GA 30308
Tel: (470) 571-5208**

**William A. Mullins
Spencer M. Naake
Michaela R. Bowles
Pedro A. Panelo
MULLINS LAW GROUP PLLC
2001 L St., N.W.
Suite 720
Washington, D.C. 20036
Tel.: (202) 663-7831**

August 28, 2026

**Attorneys for The Alabama Great Southern
Railroad Company**

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– ABANDONMENT EXEMPTION –
IN ST. TAMMANY PARISH, LOUISIANA**

AB-290 (Sub-No. 423X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

INTRODUCTION

The Alabama Great Southern Railroad Company (“AGS”) hereby submits this verified notice of exemption pursuant to 49 C.F.R. part 1152, subpart F (Exempt Abandonments and Discontinuances) for AGS to abandon rail service over an approximately 3.60-mile long rail line, extending from Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, Louisiana (the “Line”).¹ The Line has been out of service for over ten years.² Following abandonment, the contour of the existing roadbed will remain as is, and existing systems will remain intact. The contour of the existing roadbed will remain as is, and existing drainage systems

¹ AGS received authority from the Interstate Commerce Commission (ICC) to acquire the Line in 1994 from the Illinois Central Railroad Company. See The Alabama Great Southern Railroad Company – Acquisition Exemption – Illinois Central Railroad Company, 1994 ICC LEXIS 4, FD No. 32410 (I.C.C. served January 26, 1994). Subsequently, in 2015, the Surface Transportation Board authorized AGS to discontinue service over the Line. See The Alabama Great Southern Railroad – Discontinuance of Service Exemption – In St. Tammany Parish, La., AB 290 (Sub-No. 371X) (STB served January 2, 2015) (The Surface Transportation Board (the “Board”) granted AGS authority to “discontinue service over approximately 3.60 miles of connecting rail lines extending from: (1) milepost 36.00 NA (near Holly Street) to milepost 38.25 NA (near South Street and Route 190 [Gause Blvd., West]), and (2) milepost NN 35.31 (near Route 11 [Front Street]) to milepost NN 36.66 (near Donya Drive), in St. Tammany Parish, La.”).

² See The Alabama Great Southern Railroad – Discontinuance of Service Exemption – In St. Tammany Parish, La., AB 290 (Sub-No. 371X) (STB served January 2, 2015).

will remain intact. No ballast will be removed, and no new soil disturbance will occur. Existing drainage systems will remain intact, and no digging or burying of any kind will be undertaken as a result of the abandonment. Accordingly, AGS believes that no stormwater mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required.

The Line is entirely contained in United States Postal Zip Code territory 70460. The entirety of the Line is located within St. Tammany Parish, Louisiana. No customers have been served on the Line for over ten years.

Per the requirements of 49 C.F.R. §§ 1152.50(b) and (d), AGS provides the following information in support of this notice of abandonment:

Certification: 49 C.F.R. § 1152.50(b)

AGS certifies that the Line satisfies the criteria for abandonment under the exemption provisions at 49 C.F.R. part 1152, subpart F. See Exhibit A, Certification and Verification of Jeremy Ballard, Vice President, The Alabama Great Southern Railroad Company. During the past ten years, no local traffic has moved over the Line and any overhead traffic on the Line can be rerouted over other lines, and no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the ten-year period.

Proposed Consummation Date: 49 C.F.R. § 1152.50(d)(2)

The proposed abandonment will be consummated on or after October 17, 2026 (50 days after filing the notice of exemption).

Additional Information Required: 49 C.F.R. §§ 1152.22(a)(1)-(4), (7)-(8) and (e)(4)

Exact name of applicants (49 C.F.R. § 1152.22(a)(1)):

The Alabama Great Southern Railroad Company

Whether applicants are common carriers by railroad (49 C.F.R. § 1152.22(a)(2)):

The Alabama Great Southern Railroad Company is a common carrier railroad subject to the Board's jurisdiction under 49 U.S.C. Subtitle IV.

Relief sought (49 C.F.R. § 1152.22(a)(3)):

AGS, as owner of the Line, has elected to invoke the Board's class exemption procedures to abandon the Line. Pursuant to this notice of exemption, AGS hereby invokes the Board's two-year-out-of-service class exemption procedures to abandon rail service over an approximately 3.60 miles of connecting rail lines extending from Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, LA. All of the track is located in St. Tammany Parish, LA. The Line is entirely contained in United States Postal Zip Code territory 70460

Map (49 C.F.R. § 1152.22(a)(4)):

A detailed map showing the location of the Line is attached hereto as Exhibit B.

Applicant's representatives (49 C.F.R. § 1152.22(a)(7)):

AGS's representatives to whom correspondence should be sent are as follows:

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
Pedro A. Panelo
MULLINS LAW GROUP PLLC
2001 L St., NW, Suite 720
Washington, DC 20036
Tel: (202) 663-7831

USPS ZIP codes (49 C.F.R. § 1152.22(a)(8)):

The Line is entirely contained in United States Postal Zip Code territory 70460.

Suitability of the Line for Other Public Purposes (49 C.F.R. § 1152.22(e)(4)):

AGS ownership of the right-of-way underlying the Line proposed for abandonment is in servitude; thus, AGS may have a corridor available for redeployment of alternative public use(s). AGS is currently in discussions with the City of Slidell concerning possibly establishing a trail over the

Line. The Line does not contain any federally granted right-of-way. As appropriate, AGS is willing to promptly make available any information in its possession to anyone so requesting it.

Labor Protection

Because the Line has been inactive for over ten years, no railroad employees will be adversely affected by the exercise of abandonment authority. Nevertheless, AGS's employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions set forth in Oregon Short Line R. Co – Abandonment – Goshen, 360 I.C.C. 91 (1979).

Certifications

Attached hereto as Exhibit C are Certificates of Service and Publication certifying compliance with the advance notice and newspaper publication requirements set forth at 49 C.F.R. § 1152.50(d)(1) and 49 C.F.R. § 1105.12, respectively. Attached as part of Exhibit D is a certificate of compliance with the advance notice requirements for Environmental and Historic Reports ("E&HR") as set forth at 49 C.F.R. § 1105.11.

Environmental and Historic Report

As is reflected in the certificate of compliance with the provisions of 49 C.F.R. § 1105.11 (see Exhibit D), AGS has prepared a combined E&HR in anticipation of the proposed abandonment, which conforms to the requirements of 49 C.F.R. §§ 1105.7 and 1105.8.³ A copy of the E&HR is attached hereto as Exhibit D (§ 1105.11 certification).

³ In the initial letters sent out to federal, state, and local government agencies, the mileposts were listed incorrectly. This was subsequently corrected in the copy of the E&HR that was distributed in accordance with 49 C.F.R. § 1105.11 to the agencies listed in Exhibit D.

Hanna M. Chouest
NORFOLK SOUTHERN CORPORATION
650 West Peachtree St., NW
Atlanta, GA 30308
Tel: (470) 571-5208

August 28, 2026

Respectfully submitted,

/s/ *William A. Mullins*

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
Pedro A. Panelo
MULLINS LAW GROUP
PLLC 2001 L St., NW
Suite 720
Washington, DC 20036
Tel: (202) 663-7831

Attorneys for The Alabama Great Southern
Railroad Company

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– ABANDONMENT EXEMPTION –
IN ST. TAMMANY PARISH, LOUISIANA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT A

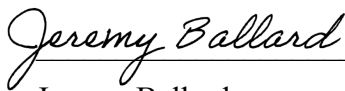
CERTIFICATION AND VERIFICATION

CERTIFICATION AND VERIFICATION

Jeremy Ballard makes oath and says that he is Vice President for The Great Alabama Southern Railroad Company; that the approximately 3.60-mile-long rail line, extending from Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, Louisiana (the “Line”), over which service is to be abandoned, is subject to his supervision and direction; that no local traffic has moved over the Line for at least two (2) years and any overhead traffic on the Line can be rerouted over other lines and that no formal complaint filed by a user of rail service on the Line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the 2-year period.

I, Jeremy Ballard, Vice President of The Alabama Great Southern Railroad Company (AGS), under penalty of perjury, further declare that the foregoing certification and the statements contained in the Notice are true and correct to the best of my knowledge. Further, I certify that I am qualified and authorized to make such certification and verification on behalf of AGS in connection with this proceeding before the Surface Transportation Board.

Executed this 20th day of August 2026

A handwritten signature in cursive script that reads "Jeremy Ballard". The signature is written in black ink and is positioned above a horizontal line.

Jeremy Ballard
Vice President
The Alabama Great Southern Railroad Company

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

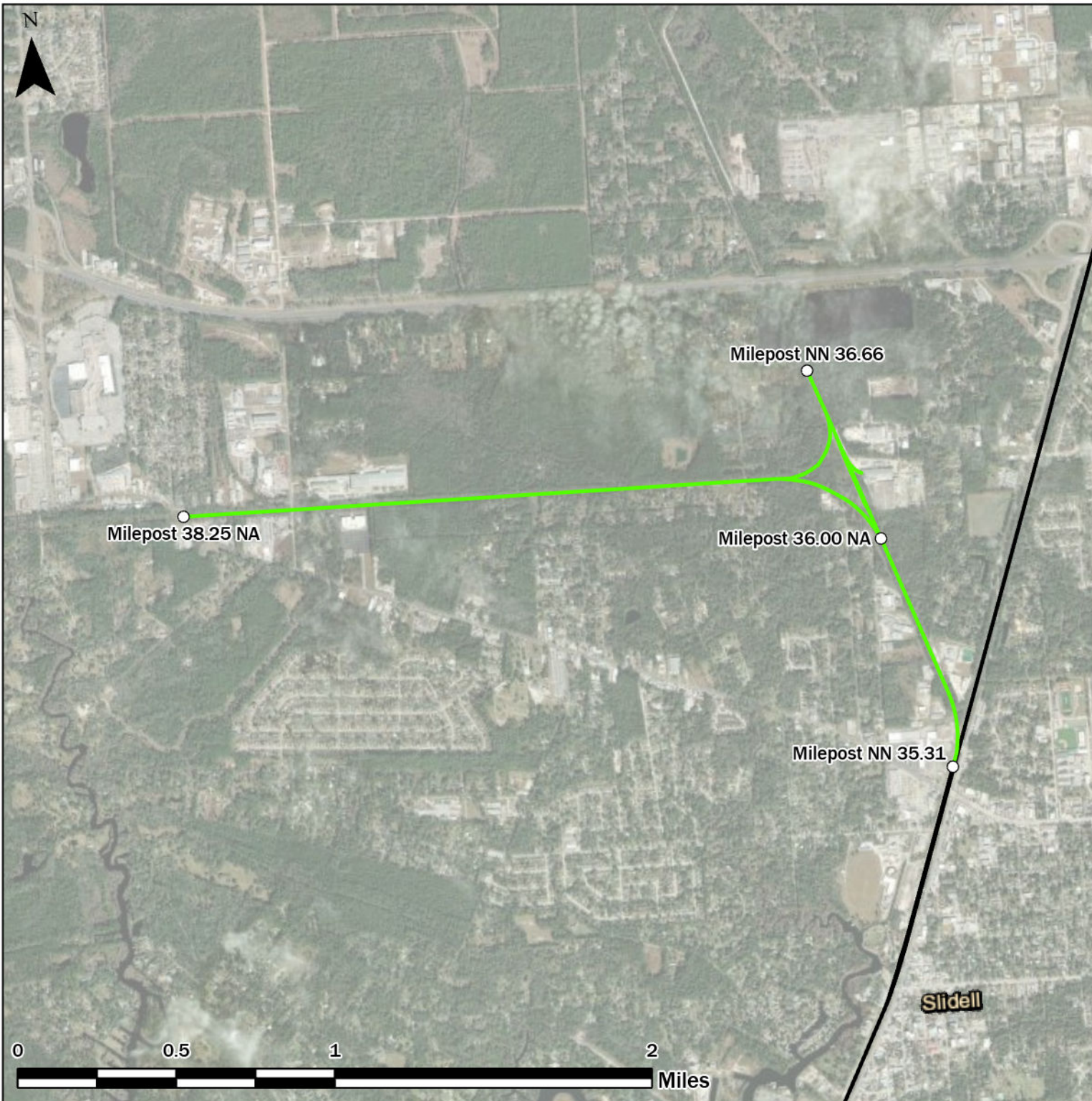
AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– ABANDONMENT EXEMPTION –
IN ST. TAMMANY PARISH, LOUISIANA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT B

MAP



IC Lead - Slidell LA

— Proposed Abandonment

— Norfolk Southern

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– ABANDONMENT EXEMPTION –
IN ST. TAMMANY PARISH, LOUISIANA**

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT C

CERTIFICATES OF SERVICE/PUBLICATION

Certificate of Service of Advance Notice

49 C.F.R. § 1152.50(d)(1) – Notice

I certify that, on August 12, 2026, in keeping with 49 C.F.R. § 1152.50(d)(1), I caused the following parties to be served with the written notice of intent of The Alabama Southern Railroad Company to in invoke the Board's notice of exemption procedures to abandon rail service over an of approximately 3.60 miles of connecting rail lines extending from Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, Louisiana. I further certify that the Line does not contain any federally granted right-of-way.

Public Service Commission, et al.

Tammy Burl, Transportation Administrator
Louisiana Public Service Commission
Transportation Division
PO Box 91154
Baton Rouge, Louisiana 70821-9154

G. Kevin Lawson
Rail Program Director
Louisiana Department of Transportation
P.O. Box 94245
Baton Rouge, LA 70804-9245

Department of Defense (Military Traffic Management Command, Transportation Engineering Agency, Railroads for National Defense Program)

Sean Neef
Headquarters Military Surface Deployment and Distribution Command
Transportation Engineering Agency
Railroads for National Defense Program
1 Soldier Way, Rm 3129
Scott AFB, IL 62225-5006

The National Park Service, Recreation Resources Assistance Division

Bob Ratcliffe, Chief
Chief, Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance Program

1849 C. Street NW, Room 1344
Washington, DC 20240

U.S. Department of Agriculture, Chief of the Forest Service

Tom Schultz, Chief
Forest Service
U.S. Department of Agriculture
Sidney R. Yates Federal Building
201 14th Street SW
Washington, DC 20024

August 28, 2026

/s/ William A. Mullins

William A. Mullins
Attorney for The Alabama Great Southern
Railroad Company

Certificate of Newspaper Publication

49 C.F.R. § 1105.12 – Newspaper Notice

I certify that a “Notice of Intent to Abandon Rail Service” was published in the form prescribed by the Board for abandonment notices of exemption (49 C.F.R. § 1105.12). The notice was published one time on August 19, 2026, in the St. Tammany Farmer, a newspaper of general circulation in St. Tammany Parish, Louisiana.

August 28, 2026

/s/ William A. Mullins

William A. Mullins
Attorney for The Alabama Great Southern
Railroad Company

Publication Date
2026-08-19

Subcategory
Miscellaneous Notices

PUBLIC NOTICE NOTICE OF INTENT TO ABANDON AND DISCONTINUE RAIL SERVICE AB-290 (Sub-No. 423X)
The Alabama Great Southern Railroad Company ("AGS") provides notice that on or about August 21, 2026, they intend to file with the Surface Transportation Board ("Board"), Washington, DC, a Notice of Exemption pursuant to 49 C.F.R Part 1152 Subpart F Exempt Abandonments, permitting NSR to abandon rail service over an approximately 3.60-mile long rail line, extending from Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, Louisiana. The Line is entirely contained in United States Postal Zip Code territory 70460. There are no customers served on the Line, which has been out of service for over ten years. The proceeding will be docketed as AB 290 (Sub No. 423X). The Boards Office of Environmental Analysis (OEA) generally will prepare an Environmental Assessment (EA), which normally will be available 25 days after the filing of the abandonment notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public. Such comments will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, 395 E Street, SW, Washington, D.C. 20423, or by calling that office at (202) 245-0295. Appropriate offers of financial assistance ("OFA") to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails public use, and OFA) must be filed directly with the Boards Section of Administration, Office of Proceedings, 395 E Street, S.W., Washington, DC 20423 [See 49 C.FR. 1104.1(a) and 1104.3(a)], and one copy must be served on applicants representative [See 49 CFR 1104.12(a)]. Questions regarding OFA, public use or trails use may be directed to the Boards Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0230. Copies of any comments or requests for specific Board action should be served on the applicants representative: William A. Mullins, Mullins Law Group, 2001 L Street N.W., Suite 720, Washington, D.C. 20036; phone: 202-663-7823.
197628AU19-1T \$518.46

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC**

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– PROPOSED ABANDONMENT EXEMPTION –
IN ST. TAMMANY PARISH, LOUISIANA**

AB-290 (Sub-No. 423X)

VERIFIED NOTICE OF EXEMPT ABANDONMENT

EXHIBIT D

**CERTIFICATE OF COMPLIANCE WITH
ENVIRONMENTAL AND HISTORIC REPORT
REQUIREMENTS**

Certificate of Compliance

49 C.F.R. § 1105.11 – Advance Distribution of Environmental and Historic Report

I hereby certify that, on June 25, 2026, a copy of The Alabama Great Southern Railroad Company's Consolidated Environmental and Historic Report for the proposed abandonment encompassed by AB-290 (Sub-No. 423X), accompanied by a transmittal letter conforming to the requirements of 49 C.F.R. § 1105.11, was served upon the following entities as prescribed by 49 C.F.R. § 1105.7(b) and 1105.8(c):

Mayor Randy Fandal
City of Slidell
PO Box 828
Slidell, LA 70459

Michael Noto
Chief Administrative Officer
2045 Second Street – Suite 304
Slidell, LA 70458

Daniel McElmurray, AICP
Slidell Planning Department
250 Bouscaren Street – Suite 203
Slidell, LA 70458

Cheryl Tanner
St. Tammany Parish Chair
P.O. Box 628
Covington, LA 70434

Ross P. Liner, AICP, PTP, CFM
Director
St. Tammany Parish Planning & Development
21454 Koop Drive, Building B
Mandeville, LA 70471

Kyle Balkum, Administrator
Office of Coastal Management
617 North Third Street
LaSalle Building, 10th Floor
Baton Rouge, LA 70802

USDA Natural Resources
Conservation Service
1400 Independence Avenue, SW
Room 5204-S
Washington, DC 20250

Kelli McClelland
Acting Louisiana State Conservationist
3737 Government Street
Alexandria, LA 71302

Carrie Broussard
SHPO, Assistant Secretary
Louisiana State Historic Preservation Office
P.O. Box 44247
Baton Rouge, LA 70804

US EPA
Ariel Rios Building
Mail Code 1101-A
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Scott Mason
Regional Administrator, Region 6
United States Environmental Protection Agency
1201 Elm Street, Suite 500
Dallas, TX 75270

Dionne Magness – Regional Manager
Louisiana Department of Environmental Quality
Southeast Regional Office
990 North Corporate Drive – Suite 102
New Orleans, LA 70123

Communications and Outreach Branch, NOAA,
N/NGS12
National Geodetic Survey, SSMC3 #9340
1315 East-West Highway
Silver Spring, MD 20910-3282
Email: RRAE@noaa.gov

Dr. Amanda Vincent – Assistant Secretary
Louisiana Department of Environmental
Quality
Office of Environmental Services
P O Box 4313
Baton Rouge, LA 70821-4313

Dustin Davidson – Secretary
Louisiana Department of Conservation and
Energy
617 North Third Street
Baton Rouge, LA 70802

Stephanie Stephens
Acting Regional Director
Region 3, 4, & 5 (Midwest)
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226
402-661-1520

Deirdre Hewitt – National Park Service
Rivers and Trails Conservation Program
Atlanta Federal Center – 1924 Building
100 Alabama Street SW
Atlanta, GA 30303

Mike Oetker
Regional Director, Southeast Region
United States Fish and Wildlife Service
1875 Century Boulevard
Atlanta, GA 30345
Colonel Cullen Jones
United States Army Corps of Engineers
Commander, New Orleans Regulatory District
7400 Leake Avenue
New Orleans, LA 70118

Bob Ratcliffe, Chief
Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance
Program
1849 C. Street NW, Room 1344
Washington, DC 20240

James Tillman, Sr.
Regional Conservationist – Southeast Region
USDA National Resources Conservation
Service 1400 Independence Avenue, SW #5109
– S Washington, D.C. 20250

G. Kevin Lawson
Rail Program Director
Louisiana Department of Transportation
P.O. Box 94245
Baton Rouge, LA 70804-9245

Tammy Burl, Transportation Administrator
Transportation Division
Louisiana Public Service Commission
PO Box 91154
Baton Rouge, Louisiana 70821-9154

August 28, 2026

/s/ **William A. Mullins**

William A. Mullins
Attorney for The Alabama Great Southern
Railroad Company

ATTACHMENT 1

**ENVIRONMENTAL AND HISTORIC REPORT
INCLUDING SAMPLE TRANSMITTAL LETTER**

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– ABANDONMENT EXEMPTION-
IN ST. TAMMANY PARISH, LOUISIANA**

Revised Combined Environmental and Historic Report

William A. Mullins
Spencer M. Naake
Michaela R. Bowles
MULLINS LAW GROUP PLLC
2001 L St., N.W., Suite 720
Washington, D.C. 20036
Tel.: (202) 663-7831
Attorneys for The Alabama Great Southern
Railroad Company

June 25, 2026 (Originally Distributed) and Revised August 12, 2026

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– ABANDONMENT EXEMPTION-
IN ST. TAMMANY PARISH, LOUISIANA**

Revised Combined Environmental and Historic Report

The Alabama Great Southern Railroad Company (“AGS”), a wholly owned subsidiary of Norfolk Southern Railway Company (“NSR”), submits this Revised Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, in connection with AGS's proposed abandonment of approximately 3.60 miles of connecting rail lines (referred to herein as the “Line”) extending from (1) Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and (2) Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, Louisiana.¹

¹ AGS received authority from the Interstate Commerce Commission (ICC) to acquire the Line in 1994 from the Illinois Central Railroad Company. See The Alabama Great Southern Railroad Company – Acquisition Exemption – Illinois Central Railroad Company, 1994 ICC LEXIS 4, FD No. 32410 (I.C.C. served January 26, 1994). Subsequently, in 2015, the Surface Transportation Board authorized AGS to discontinue service over the Line. See The Alabama Great Southern Railroad – Discontinuance of Service Exemption – In St. Tammany Parish, La., AB 290 (Sub-No. 371X) (STB served January 2, 2015) (The Surface Transportation Board (the “Board”) granted AGS authority to “discontinue service over approximately 3.60 miles of connecting rail lines extending from: (1) milepost 36.00 NA (near Holly Street) to milepost 38.25 NA (near South Street and Route 190 [Gause Blvd., West]), and (2) milepost NN 35.31 (near Route 11 [Front Street]) to milepost NN 36.66 (near Donya Drive), in St. Tammany Parish, La.”).

ENVIRONMENTAL REPORT

49 CFR 1105.7(e)(1)

Proposed Action and Alternatives

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

RESPONSE: AGS is seeking to abandon approximately 3.60 miles of connecting rail lines, extending from (1) Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and (2) Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, Louisiana.² There are five (5) structures (bridges) on the Line.

No customers have been served on the Line in over ten years.³ Following abandonment, AGS will not be salvaging the Line's rail and related track material.⁴ The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. No ballast will be removed, and no soil disturbance will occur. No digging or burying of any kind will be undertaken as a result of the abandonment. Accordingly, AGS believes that no storm water mitigation measures, including, but not limited to, a National Pollutant Discharge Elimination System permit, will be required.

The alternative to abandonment is to not abandon the Line and retain the track in place. This alternative is not satisfactory. AGS would continue to incur opportunity and other holding costs that would need to be covered by non-existent shippers were the Line to be retained.

² The Line is bounded by Highway US 11 (Front Street), Highway US 190 (Gause Boulevard W), and US Interstate 12.

³ See The Alabama Great Southern Railroad – Discontinuance of Service Exemption – In St. Tammany Parish, La., AB 290 (Sub-No. 371X) (STB served January 2, 2015).

⁴ The five (5) structures (bridges) will also be left intact and in place.

A map depicting the Line is attached as **Appendix A**. An example of AGS’s letter to federal, state, and local government agencies, along with a list of the consulting agencies that AGS has contacted, is attached as **Appendix B**.⁵ Comments received as a result of AGS’s written requests for feedback can be found in **Appendix C**. A bridge list is attached as **Appendix D**. Topographical Maps and Color Photographs are included in **Appendix E**.

49 CFR 1105.7(e)(2) Transportation system.

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

RESPONSE: Effects of the proposed action on regional or local transportation systems and patterns would be negligible. There is no AGS rail freight or passenger traffic originating or terminating on the Line.

49 CFR 1105.7(e)(3) Land use.

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

RESPONSE: AGS believes that the proposed abandonment is consistent with, and would promote, existing land use plans. The adjoining Line consists of a combination of residential and commercial areas. Initial letters, dated June 30, 2025, were mailed to the appropriate local and state contacts, including representatives of the City of Slidell (the “City”) and St. Tammany Parish, Louisiana (the “Parish”), requesting their feedback related to the proposed abandonment, including a request for an outline of future land use plans, and comments. A copy of this E&HR

⁵ On behalf of AGS, NSR sent out initial letters to federal, state, and local government agencies. In the initial letter, the mileposts were listed incorrectly, but have been corrected in red in the initial letter example. A copy of this E&HR was also mailed to the federal, state, and local government agencies listed in the Service List for further consultation. See E&HR Initial Letter Example, Consultation Letter Example, and Service List, attached as Appendix B.

was also mailed to the City and the Parish on June 25, 2026. See Appendix B. In a correspondence received on July 15, 2025, the City of Slidell provided comments indicating that the abandonment of the Line “is fully consistent with existing land use and infrastructure plans of the City of Slidell.”⁶ The City of Slidell also expressed that “[t]he abandonment fully encompasses what we’ve designated as the Tammany Trace Extension”⁷ and further indicates that “[t]he Extension provides the necessary connective link to the rest of St. Tammany Parish, our magnificent Heritage Park on Bayou Bonfouca, and an access route for cyclists throughout the City of Slidell.” In a subsequent correspondence on July 6, 2026, in response to the transmittal of this E&HR, the City of Slidell further stated, “[p]lease be advised that the City of Slidell has not identified any anticipated adverse environmental impacts related to the abandonment.” Moreover, the City, in its July 6, 2026, correspondence, also conveyed that “[w]e look forward to the finalization of the abandonment process, and we thank AGS for its diligence and efforts.” See Agency Comments/Responses in Appendix C.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

RESPONSE: AGS does not believe the abandonment will have any adverse impact on prime agricultural land. An initial letter, dated June 30, 2025, was mailed to the United States Department of Agriculture Natural Resources Conservation Service (“USDA NRCS”) for its information and to provide USDA NRCS an opportunity to comment. A copy of this E&HR was

⁶ Specifically, the plans included the “Slidell 2040 Comprehensive Plance completed in 2022,” and the “Bicycle Master Plan.”

⁷ In 1992, the ICC authorized the railbanking of a 29.14-mile line or railroad between milepost 38.25 and milepost 67.39 near Covington, in St. Tammany Parish, LA. See Illinois Central Railroad Company – Abandonment Exemption – In St. Tammany Parish, LA, AB-43 (Sub-No. 154X) (ICC served October 27, 1992). Pursuant to an Act of Sale, recorded April 2, 1993, that railbanked line is currently owned by St. Tammany Parish and known as the Tammany Trace, a paved rails-to-trails pathway in Louisiana connecting Covington, Abita Springs, Madeville, Lacombe, and Colt. The Tammany Trace Extension would extend the Tammany Trace trail to Slidell, LA.

also mailed to USDA NRCS on June 25, 2026. See Appendix B. In a correspondence received on July 14, 2025, the USDA NRCS provided comments indicating that the “proposed railway abandonment will not impact prime farmland and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.” See Appendix C.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by Sec. 1105.9.

RESPONSE: While the Line does not appear to be located near a coastal zone, it is in proximity to a coastal zone, specifically Lake Pontchartrain. By letter dated June 30, 2025, an outline of future coastal zone management plans has been requested from the Louisiana Department of Energy and Natural Resources, Office of Coastal Management (“Louisiana OCM”). NSR, on behalf of AGS, also asked the Louisiana OCM to comment on the consistency of the proposed abandonment of the Line within existing coastal zone management plans. A copy of this E&HR was also mailed to the Louisiana OCM on June 25, 2026. See Appendix B. In a correspondence dated August 7, 2025, the Louisiana OCM indicated that the letter had been received. See Appendix C.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

RESPONSE: AGS holds the right-of-way underlying the line in servitude; thus, AGS may have a corridor available for redeployment for alternative public use(s) under 49 U.S.C. § 10905. As described above, AGS is currently in discussions with the City of Slidell concerning possibly establishing a trail over the Line. The Line does not contain any federally granted right-of-way.

49 CFR 1105.7(e)(4) Energy.

(i) Describe the effect of the proposed action on the transportation of energy resources.

RESPONSE: Development and transportation of energy resources will not be affected by the abandonment. There is no AGS rail freight or passenger traffic originating or terminating on the Line.

(ii) Describe the effect of the proposed action on recyclable commodities.

RESPONSE: Movement or recovery of recyclable commodities will not be affected by the abandonment. There is no recyclable freight traffic originating or terminating on the Line.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

RESPONSE: The proposed action will not result in any material impact in overall energy efficiency because there is no AGS rail freight or passenger traffic originating or terminating on the Line.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year; or

(B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption, and show the data and methodology used to arrive at the figure given.

RESPONSE: The diversion of traffic to motor carriers will not exceed the thresholds set forth at 49 CFR §1105.7(e)(4) as no diversions will occur. Accordingly, there is no need to produce data on diverted traffic or to quantify the net change in energy consumption.

49 CFR 1105.7(e)(5) Air.

(i) If the proposed action will result in either:

(A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or

(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

RESPONSE: The above thresholds will not be exceeded.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:

(A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,

(B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or

(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

RESPONSE: The Line is not currently designated as a non-attainment area, and therefore, the above-stated thresholds are inapplicable. Nevertheless, the above thresholds will not be exceeded.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and Freon®) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

RESPONSE: Not applicable.

49 CFR 1105.7(e)(6) Noise.

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) An incremental increase in noise levels of three decibels Ldn or more; or

(ii) An increase to a noise level of 65 decibels Ldn or greater.

If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

RESPONSE: None of the thresholds in item 5(i) of this section will be exceeded.

49 CFR 1105.7(e)(7) Safety.

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

RESPONSE: Abandonment of the Line will have no adverse impact on public health and safety.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

RESPONSE: Not applicable.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

RESPONSE: AGS has no knowledge of hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way or in areas adjacent to the Line.

49 CFR 1105.7(e)(8) Biological Resources.

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

RESPONSE: AGS does not believe the proposed abandonment will have any adverse effect on endangered or threatened species or areas designated as a critical habitat. By letter dated June 30, 2025, NSR, on behalf of AGS, notified the U.S. Fish and Wildlife Service (“USF&W”) of the proposed abandonment and requested assistance in determining whether the proposed abandonment will adversely affect endangered or threatened species or areas designated as critical habitat. A copy of this report was also mailed to USF&W and the Louisiana Department of Energy and Natural Resources on June 25, 2026. See Appendix B. In a correspondence received on July

15, 2025, USF&W directed AGS to complete a desktop review using the USF&W IPaC web portal. That review process indicated that this abandonment will not overlap with the critical habitat of any endangered or threatened species. Thus, the review process indicated that this abandonment would have no effect on the surrounding habitats and species.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

RESPONSE: Having consulted local maps, AGS has determined that the Line does not pass through state parks or forests, national parks or forests, or wildlife sanctuaries. As such, no adverse effects on wildlife sanctuaries, national parks or forests, or state parks or forests are anticipated. Regardless, NSR, on behalf of AGS, requested input and comments from the National Park Service (“NPS”) by letter dated June 30, 2025. A copy of this report was also mailed to NPS on June 25, 2026. See Appendix B.

49 CFR 1105.7(e)(9) Water.

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State, or local water quality standards. Describe any inconsistencies.

RESPONSE: AGS is not removing or altering the contour of the roadbed underlying the Line to be abandoned by way of excavation or other ground-disturbance activity. Accordingly, no soils will be disturbed as a result of the proposed abandonment, and no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. There are no plans to undertake in-stream work, or dredge and/or use any fill materials in connection with the proposed abandonment, so, for this reason also, the proposed abandonment will not result in water quality impacts. AGS currently provides no rail service over the Line and has not done so for more than ten years.

Consultation was requested from the Louisiana Department of Environmental Quality (“LDEQ”) and the United States Environmental Protection Agency (“EPA Region 6”) by an initial letter dated June 30, 2025. A copy of this report was also mailed to LDEQ and EPA Region 6 on June 25, 2026. See Appendix B. In a correspondence dated July 31, 2025, LDEQ indicated that “after reviewing your request, the Department has no objections based on the information provided in your submittal.” Further, in a correspondence received on July 17, 2026, LDEQ reiterated that exact statement after receiving this Report. See Appendix C.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

RESPONSE: AGS believes that – (1) no permits under section 404 of the Clean Water Act will be required for the proposed abandonment, and (2) no designated wetlands or 100-year flood plains will be affected. As AGS will not be salvaging the Line’s rail and related track material, the geometry of the roadbed will not be altered, and no in-stream work is contemplated. For this reason, AGS believes that a permit under Section 404 of the Clean Water Act will not be required. In addition, no discernible effects on either 100-year flood plains or adjacent wetlands are expected in connection with the proposed abandonment. Consultation was requested from the U.S. Army Corps of Engineers New Orleans District Office (“USACE”) by an initial letter dated June 30, 2025. A copy of this report was also mailed to USACE on June 25, 2026. See Appendix B. In a correspondence dated August 25, 2025, USACE indicated that “additional Department of the Army (DA) permits will not be required to simply abandon these railroad line segments in place in Slidell.” Further, in correspondence received on July 23, 2026 and August 11, 2026, USACE reiterated that exact statement regarding the Line after receiving this Report. See Appendix C.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

RESPONSE: AGS is not removing or altering the roadbed underlying the Line, or to undertake in-stream work or to dredge or use any fill materials. There will be no excavation or other ground-disturbance activity, and, because no soils will be disturbed, no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required. AGS anticipates that the abandonment will not affect water quality and that additional permitting under Section 402 will not be required. Nevertheless, in a letter dated June 30, 2025, NSR, on behalf of AGS, has requested input from the LDEQ and EPA Region 6. A copy of this report was also mailed to LDEQ and EPA Region 6 on June 25, 2026. See Appendix B. In a correspondence dated July 31, 2025, LDEQ indicated that “after reviewing your request, the Department has no objections based on the information provided in your submittal.” Further, in a correspondence received on July 17, 2026, LDEQ reiterated that exact statement after receiving this Report. See Appendix C.

49 CFR 1105.7(e)(10) Proposed Mitigation.

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

RESPONSE: Abandonment of the Line is not expected to produce adverse environmental impacts for the reasons set forth above. To reiterate, AGS is not salvaging the materials on the line in association with this abandonment. Therefore, AGS is of the opinion that mitigating action is unnecessary. However, AGS will undertake all reasonable mitigation associated with these activities as directed by the Board to ensure the abandonment does not produce adverse environmental impacts, including consulting with federal, state, and/or local agencies on any mitigation measures they may recommend to the Board.

HISTORIC REPORT

49 CFR 1105.8(d)

PROPOSED ACTION AND ALTERNATIVES

AGS is seeking to abandon approximately 3.60 miles of connecting rail line, including a rail line extending from MP NN 35.31 +/- to MP NN 36.66 +/- and a rail line extending from Milepost NA 36.00 +/- to MP NA 38.25 +/- in St. Tammany Parish, Louisiana. There are five (5) structures on the Line. No customers have been served on the Line in over ten years.

Following abandonment, no salvage activities will be performed. The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. No ballast will be removed, and no soil disturbance will occur. No digging or burying of any kind will be undertaken. Accordingly, AGS believes that no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – will be required.

The alternative to abandonment is to not abandon the Line and retain the track in place. This alternative is not satisfactory. AGS would continue to incur opportunity and other holding costs that would need to be covered by non-existent shippers were the Line to be retained. A map depicting the Line is attached in Appendix A.

ADDITIONAL INFORMATION

49 CFR 1105.8(d):

(1) **U.S.G.S. Topographic Map** – U.S.G.S. topographic maps depicting the location of the proposed abandonment are attached in Appendix E. These topographic maps were furnished to the Louisiana State Historic Preservation Office as part of a complete copy of this report on June 25, 2026. See Appendix B.

- (2) **Written Description of Right of Way** – The right-of-way width is generally 50 feet wide along the main track centerline (25 feet on each side of the centerline). The right-of-way is in St. Tammany Parish, Louisiana. Pursuant to Surface Transportation Board policy, the railroad right-of-way will constitute the Area of Potential Effect (“APE”) for this undertaking.
- (3) **Photographs** – There are five (5) structures (bridges), on the Line. Photographs of the structures are included in **Appendix F**.
- (4) **Date of Construction of Structures** – AGS is not in possession of any documentation (e.g., plans) that would provide the documented ages of the bridges. A bridge list is attached as **Appendix D**.
- (5) **History of Operations and Changes Contemplated** - The Line proposed for abandonment is approximately 3.60 miles of connecting rail line, including a rail line extending from MP NN 35.31 +/- to MP NN 36.66 +/- and a rail line extending from Milepost NA 36.00 +/- to MP NA 38.25 +/- in St. Tammany Parish, Louisiana.

The Line was originally part of the East Louisiana Railroad Company, chartered on July 8, 1887, with authorization to “connect Pearl River to Abita Springs within the Parish of St. Tammany in the state of Louisiana and then beyond to Covington.”¹ In 1905, the East Louisiana Railroad Company was merged into a newly formed company, the New Orleans Great Northern Railroad Company (“NOGN”).² In 1930, the Gulf Mobile & Northern Railroad Co. (“GMN”) was granted permission to acquire control of NOGN by capital stock.³ In 1938, the Gulf, Mobile and Ohio Railroad Company (“GM&O”) was created to merge the GMN and the Mobile and Ohio

¹ <https://www.newspapers.com/article/the-times-picayune-east-louisiana-railro/106383750/>

² https://ttarchive.com/library/Maps/New-Orleans-Great-Northern_1913_RCL.htm

³ See 44 I.C.C. 3 (December 1, 1930).

Railroad.⁴ GM&O owned the Line until 1972, when the Interstate Commerce Commission (“ICC”) authorized the acquisition of GM&O by Illinois Central Gulf Railroad⁵ on December 20, 1971.⁶

AGS then received authority from the ICC to acquire the Line from Illinois Central in 1994⁷ and continued operations over the Line until 2015, when the Board authorized AGS to discontinue operations over the Line.⁸

(6) Summary of Documents In Carrier's Possession That Might Be Useful for

Documenting a Structure That Is Found To Be Historic – While plans may be available for the five structures (bridges) on the Line, it is most likely that any such plans are standard plans used for the construction of similar structures on the dates of construction.

(7) Opinion Regarding Criteria For Listing In The National Register Of Historic Places

There are five (5) structures (bridges) within the APE for this project. AGS believes that none of the structures on the Line nor the Line itself meets the criteria for listing in the *National Register of Historic Places*. The railroad has no reason to believe that there is any likelihood of finding

⁴ See Illinois Cent. Gulf R. -- Acquisition -- G. M. & O., et al., 338 I.C.C. 805, 807-808 (1971).

⁵ In 1988, the railroad dropped the “Gulf” from its name, reverting to the Illinois Central Road Company (“Illinois Central”).

⁶ See Illinois Cent. Gulf R. -- Acquisition -- G. M. & O., et al., 338 I.C.C. 805 (1971).

⁷ See The Alabama Great Southern Railroad Company – Acquisition Exemption – Illinois Central Railroad Company, 1994 ICC LEXIS 4, FD No. 32410 (I.C.C. served January 26, 1994) (AGS acquired two segments of rail line related to the abandonment totaling about 3.60 route miles. The segments are between milepost NA 38.25 near Colt and milepost 36.0 in Slidell, on IC's Shoreline District, and between milepost NN 36.66 in North Slidell and milepost 35.31 in Slidell, at IC's connection with AGS's trackage on IC's Bogalusa District.)

⁸ See The Alabama Great Southern Railroad – Discontinuance of Service Exemption – In St. Tammany Parish, La., AB 290 (Sub-No. 371X) (STB served January 2, 2015) (The Board granted AGS authority to “discontinue service over approximately 3.60 miles of connecting rail lines extending from: (1) milepost 36.00 NA (near Holly Street) to milepost 38.25 NA (near South Street and Route 190 [Gause Blvd., West]), and (2) milepost NN 35.31 (near Route 11 [Front Street]) to milepost NN 36.66 (near Donya Drive), in St. Tammany Parish, La.”).

archaeological resources or historic properties on the Line proposed for abandonment, as no salvage is to be undertaken.

(8) Subsurface Ground Conditions That Might Affect Archaeological Recovery

Based on its records, AGS is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery. Moreover, abandonment of the Line will not affect any potential archaeological resources. The subsurface of the right-of-way was initially disturbed in the construction of the railroad line by grading and filling. Abandonment of the Line will not result in activities below the surface, or below the level of initial disturbance, as no salvage is being performed.

(9) Follow-Up Information – Additional information will be provided as appropriate.

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

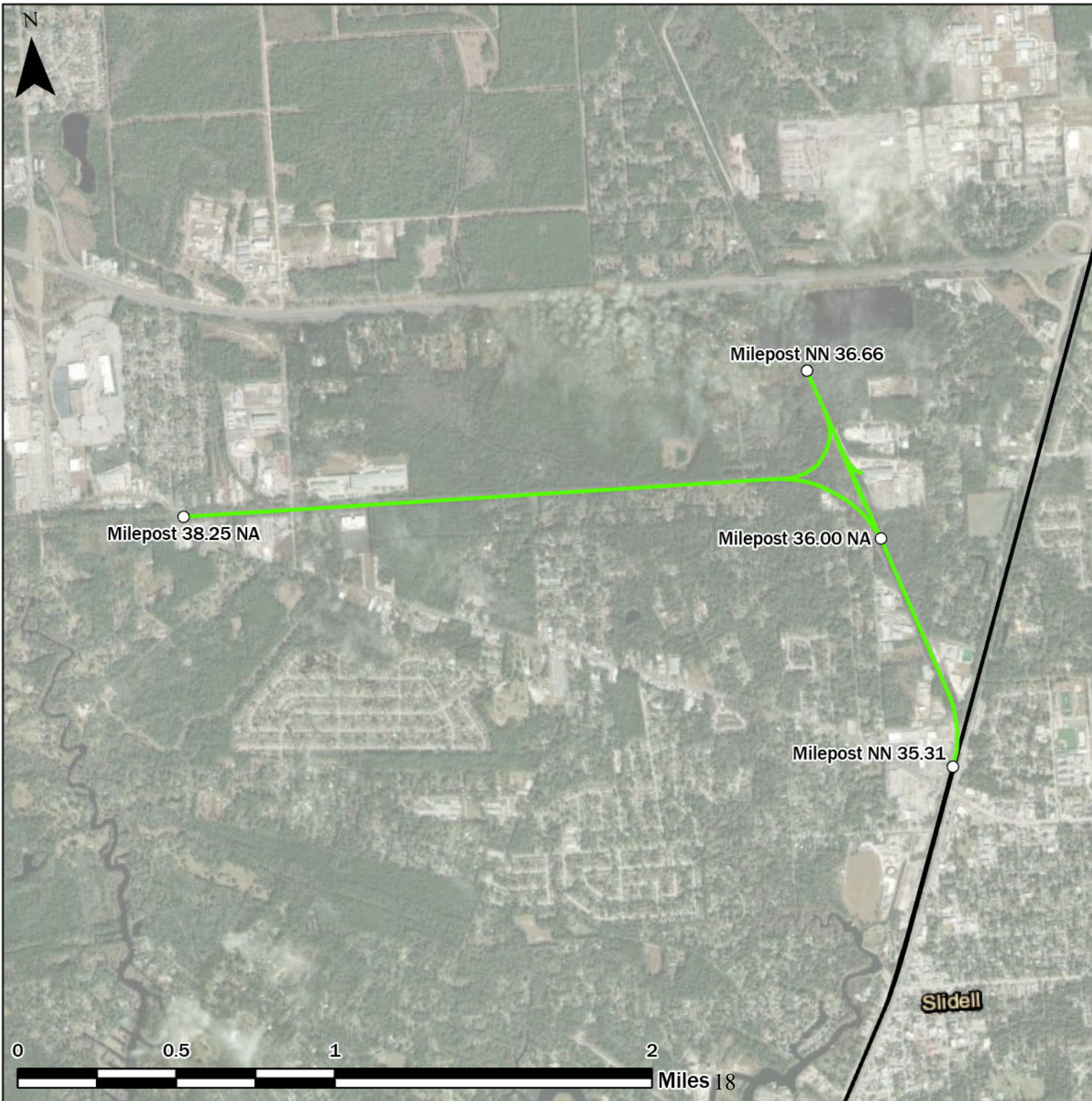
AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN ST. TAMMANY PARISH, LOUISIANA**

Revised Environmental and Historic Report

APPENDIX A

MAP



IC Lead - Slidell LA

— Proposed Abandonment

— Norfolk Southern

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN ST. TAMMANY PARISH, LOUISIANA**

Revised Environmental and Historic Report

APPENDIX B

SAMPLE CONSULTATION LETTER & RECIPIENT LIST



Norfolk Southern Corporation
640 W Peachtree St., NW
Atlanta, GA 30308

June 30, 2025

[Entity]

RE: AB-290 (Sub-No. 423X), Norfolk Southern Railway Company -
Abandonment – St. Tammany Parish in Louisiana

[Greeting]

Norfolk Southern Railway Company (“Norfolk Southern”) is considering the abandonment of its railroad lines (collectively, the “Line”) from Milepost NN 35.31+/- to Milepost NN 36.66 +/- and from Milepost **36.00** NA +/- to Milepost **38.25** NA +/- . These railroad lines are bounded by Highway US 11 (Front Street), Highway US 190 (Gause Boulevard W), and US Interstate 12. A map is included with this letter depicting the area under consideration.

Following abandonment, the Line’s rail and related track material will not be salvaged by Norfolk Southern. The contour of the existing roadbed will remain as is, and existing drainage systems will remain intact. No ballast will be removed and no new soil disturbance will occur (and, accordingly, no National Pollutant Discharge Elimination System permit will be required). No digging or burying of any kind will be permitted.

Should Norfolk Southern abandon the rail segment, the authorization of the Surface Transportation Board is required. **[Specifically tailored requests, pursuant to 49 C.F.R. 1105.7(e), to each federal, state, and local government agency were placed here in the initial letter.]**

Your response and questions can be directed to me by phone, email, or regular mail:

Scott Plum, Director
Strategic Planning – Box 7
Norfolk Southern Corporation
650 W Peachtree St NW
Atlanta, GA 30308
(470) 463-6627
scott.plum@nscorp.com

Best regards,

Scott Plum

Attachment

Operating Subsidiary: Norfolk Southern Railway Company

MULLINS LAW GROUP PLLC

Transportation Solutions for the 21st Century

2001 L Street NW, Suite 720
Washington, DC 20036

William A. Mullins
wmullins@mullinslawgroup.net
mullinslawgroup.net

Telephone: (202) 663-7850
Direct: (202) 663-7823
Facsimile: (202) 464-9123

[ENTITY}

RE: AB-290 (Sub-No. 423X), The Alabama Great Southern Railway – Abandonment Exemption – In St. Tammany Parish, Louisiana

[GREETING]

The Alabama Great Southern Railroad Company (“AGS”), a wholly owned subsidiary of Norfolk Southern Railway Company (“NSR”) plans to request authority from the Surface Transportation Board (“STB”) to abandon approximately 3.60 miles of connecting rail line, including a rail line extending from MP NN 35.31 +/- to MP NN 36.66 +/- and a rail line extending from Milepost NA 36.00 +/- to MP NA 38.25 +/- in St. Tammany Parish, Louisiana. The Line is currently owned by AGS and is entirely within Zip Code 70460 (Slidell, LA). In accordance with procedures set forth in 49 C.F.R. 1105.7 and 1105.8, AGS is required to submit the following consolidated Environmental and Historic Report (“E&HR” or “Report”).

Enclosed is the E&HR, which describes the proposed abandonment, discontinuance, and other pertinent information. A map of the proposed track abandonment can be found in **Appendix A** of this report. **Appendix B** of this report lists the various agencies receiving it. **Appendix C** of this report lists various agency responses AGS has received. **Appendix D** of this Report provides a list of structures (bridges) on the Line. Topographical Maps and Color Photographs are included in **Appendix E**.

AGS does not anticipate adverse environmental impacts as AGS will not be conducting salvage operations; however, if you identify any adverse environmental effects, please describe the actions that would assist in alleviating them. Please provide us with a written response indicating any concerns or lack thereof, which will be included in the Report and sent to the STB.

This Report is being provided so that you may submit information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Office of Environmental Analysis (OEA) by telephone at (202) 245-0245 or by mail to: Surface Transportation Board, 395 E Street, S.W., Room 1106, Washington, D.C. 20423-0001, and refer to AB 290 (Sub-No. 423X).

Questions regarding the abandonment process generally, offers of financial assistance, and/or public use or trail use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0230. Based on information in our possession, the Line does not contain federally granted rights-of-way. However, any documentation in AGS's possession will be made available promptly to those requesting it. Please refer to the above Docket when contacting the STB. Applicable statutes and regulations impose stringent deadlines for processing this action. For this reason, your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing with the STB, AGS must receive your comments within three weeks. Please provide information to AGS's counsel by email: czobraugh@mullinslawgroup.net; or by telephone: (202) 663-7831 or by mail at: MULLINS LAW GROUP PLLC, ATTN: WILLIAM A. MULLINS, 2001 L St., N.W., Suite 720 Washington, D.C. 20036. If I am not available, you may also contact Spencer M. Naake, who can be reached at (202) 663-7829 or by e-mail at snaake@mullinslawgroup.net.

Best regards,

/s/ William A. Mullins

William A. Mullins

Attachment

RECIPIENT LIST - AB-290 (Sub-No. 423X)

Proposed abandonment of freight rights on approximately 3.60 miles of track in the City of Slidell, Louisiana.

Mayor Randy Fandal
City of Slidell
PO Box 828
Slidell, LA 70459

Johnny Welborn
Chief Administrative Officer
2045 Second Street – Suite 304
Slidell, LA 70458

Daniel McElmurray, AICP
Slidell Planning Department
250 Bouscaren Street – Suite 203
Slidell, LA 70458

Cheryl Tanner
St. Tammany Parish Chair
P.O. Box 628
Covington, LA 70434

Ross P. Liner, AICP, PTP, CFM
Director
St. Tammany Parish Planning & Development
21454 Koop Drive, Building B
Mandeville, LA 70471

Kyle Balkum, Administrator
Office of Coastal Management
617 North Third Street
LaSalle Building, 10th Floor
Baton Rouge, LA 70802

Communications and Outreach Branch, NOAA,
N/NGS12
National Geodetic Survey, SSMC3 #9340
1315 East-West Highway
Silver Spring, MD 20910-3282
Email: RRAE@noaa.gov

USDA Natural Resources
Conservation Service
1400 Independence Avenue, SW
Room 5204-S
Washington, DC 20250

Kelli McClelland
Acting Louisiana State Conservationist
3737 Government Street
Alexandria, LA 71302

Carrie Broussard
SHPO, Assistant Secretary
Louisiana State Historic Preservation Office
P.O. Box 44247
Baton Rouge, LA 70804

US EPA
Ariel Rios Building
Mail Code 1101-A
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Scott Mason
Regional Administrator, Region 6
United States Environmental Protection Agency
1201 Elm Street, Suite 500
Dallas, TX 75270

Dionne Magness – Regional Manager
Louisiana Department of Environmental Quality
Southeast Regional Office
990 North Corporate Drive – Suite 102
New Orleans, LA 70123

Dr. Amanda Vincent – Assistant Secretary
Louisiana Department of Environmental
Quality
Office of Environmental Services
P O Box 4313
Baton Rouge, LA 70821-4313

Dustin Davidson – Secretary
Louisiana Department of Conservation and
Energy
617 North Third Street
Baton Rouge, LA 70802

Stephanie Stephens
Acting Regional Director
Region 3, 4, & 5 (Midwest)
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226
402-661-1520

Deirdre Hewitt – National Park Service
Rivers and Trails Conservation Program
Atlanta Federal Center – 1924 Building
100 Alabama Street SW
Atlanta, GA 30303

Mike Oetker
Regional Director, Southeast Region
United States Fish and Wildlife Service
1875 Century Boulevard
Atlanta, GA 30345

Colonel Cullen Jones
United States Army Corps of Engineers
Commander, New Orleans Regulatory District
7400 Leake Avenue
New Orleans, LA 70118

Bob Ratcliffe, Chief
Conservation and Outdoor Recreation Division
Rivers, Trails, and Conservation Assistance
Program
1849 C. Street NW, Room 1344
Washington, DC 20240

James Tillman, Sr.
Regional Conservationist – Southeast Region
USDA National Resources Conservation Service
1400 Independence Avenue, SW #5109 – S
Washington, D.C. 20250

G. Kevin Lawson
Rail Program Director
Louisiana Department of Transportation
P.O. Box 94245
Baton Rouge, LA 70804-9245

Louisiana Public Service Commission
Transportation Division
Tammy Burl, Transportation Administrator
PO Box 91154
Baton Rouge, Louisiana 70821-9154

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN ST. TAMMANY PARISH, LOUISIANA**

Revised Environmental and Historic Report

APPENDIX C

AGENCY COMMENTS/RESPONSES

From: [Daniel McElmurray](#)
To: [Plum, Scott D.](#)
Cc: [Bill Borchert](#); [John Welborn](#)
Subject: [EXTERNAL] Proposed Action Consistent with Existing Plans - AB-290 (Sub-No. 423X), Norfolk Southern Railway Company Abandonment
Date: Tuesday, July 15, 2025 8:18:14 PM
Attachments: [Bicycle Master Plan as amended 27JUN23.pdf](#)
[Slidell 2040 Comprehensive Plan 2022.pdf](#)

Scott –

The proposed action by Norfolk Southern Railway Company to abandon its railroad lines (the Line) from Milepost NN 35.31+/- to Milepost NN 36.66+/- and from Milepost 35.25 NA+/- to Milepost 38.00 NA+/- is fully consistent with existing land use and infrastructure plans of the City of Slidell. These plans include our *Slidell 2040 Comprehensive Plan* completed in 2022, and our *Bicycle Master Plan* as amended in 2023.

The abandonment fully encompasses what we've designated as the Tammany Trace Extension; this portion of the Tammany Trace is a vital and integral link in our planned bicycle network, as detailed on page 12 and mapped on page 14 of the attached *Bicycle Master Plan*. The Extension provides the necessary connective link to the rest of St Tammany Parish, our magnificent Heritage Park on Bayou Bonfouca, and an access route for cyclists throughout the City of Slidell.

As explained in the attached *Slidell 2040 Comprehensive Plan*, this abandonment would directly support multiple Transportation Goals for us, including:

- Goal T-1 - Improve walkability and bike-ability on major arterials through coordination with LA DOTD and NORPC.
- Goal T-3 - Ensure streets in Slidell are planned, designed, and operated for the safety and mobility of all users, including motorists, transit riders, bicyclists, and pedestrians.
- Goal T-4 - Enhance access from residences to parks, schools and nearby commercial areas via an expanded sidewalk network and bikeways.
- Goal T-5 - Plan and implement a connected network of bicycle and walking facilities using the city's parks, green spaces, bayous, and trails.

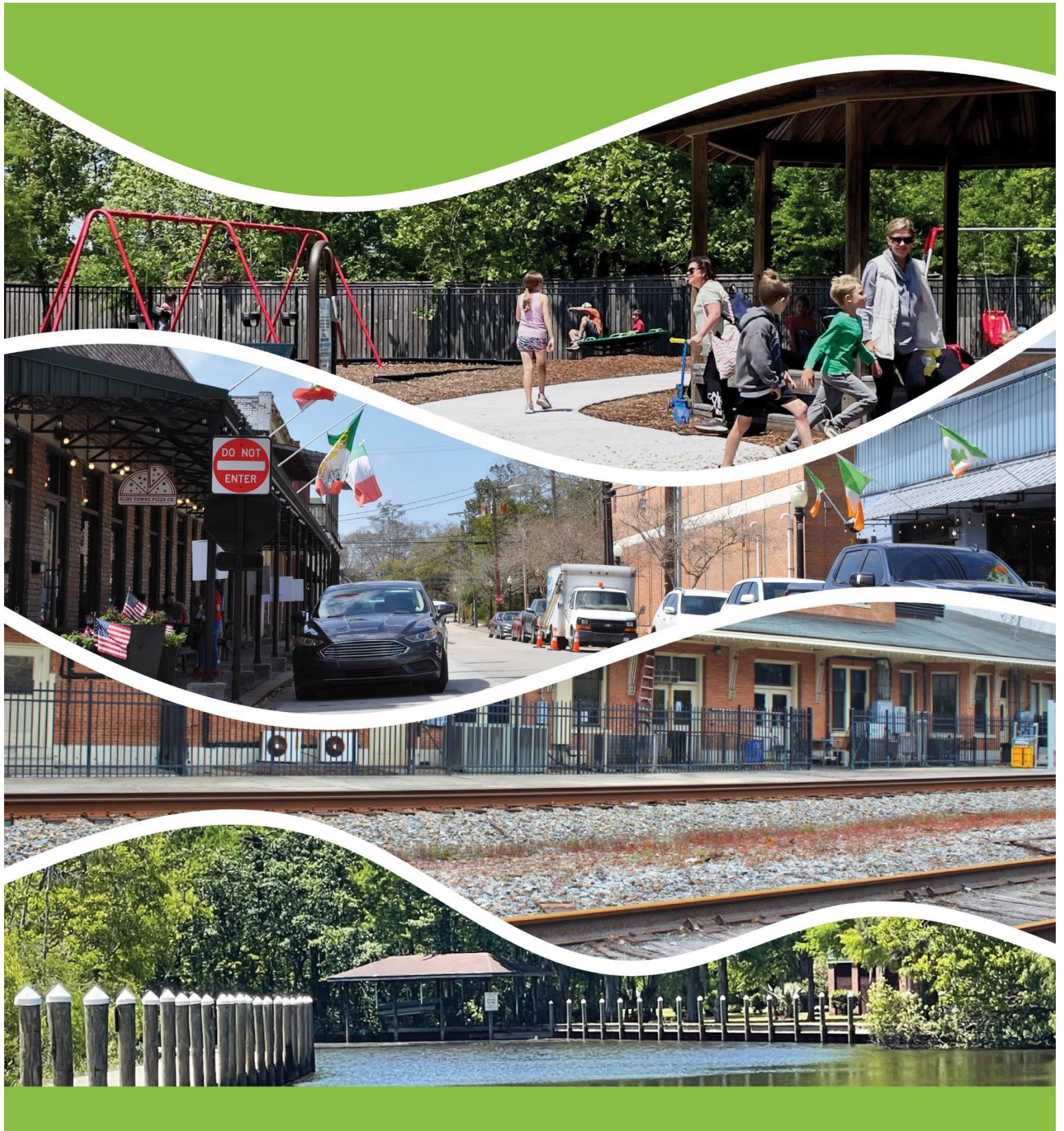
This action helps fulfill our Land Use Goal (LU-7) of facilitating development patterns that enable residents to walk and bike to schools, shops and work places. Our Economic Development Goal ED-2 would also be supported, to help increase daytrip and overnight tourism opportunities by promoting outdoor recreation, eco-tourism, and our lively, historic downtown.

Our Public Health and Safety Goals of providing opportunities for healthy living in neighborhoods by providing environments for physical activity and access to healthy foods (Goal PS-4) and promoting Slidell as a safe community with ample opportunities for a healthy, active lifestyle (Goal PS-5) are also consistent and supported by this abandonment.

We are looking forward to completing this action with Norfolk Southern and expanding our opportunities for our residents, businesses, and visitors. Please let us know if you have any questions

or need additional information.

Daniel W. McElmurray, Director
Planning Department, City of Slidell
250 Bouscaren Street, Suite 203
Slidell, Louisiana 70458
O: 985.646.4301 | C: 985.228.0105 | F: 985.646.4356
myslidell.com/planning/
dmcelmurray@cityofslidell.org



SLIDELL 2040

COMPREHENSIVE PLAN

Final Plan - Adopted February 2022



ACKNOWLEDGEMENTS

City of Slidell Mayor Greg Cromer

Slidell City Council

Bill Borchert, At-Large
Warren Crocket, District C
Leslie Denham, District A
David Dunham, District B
Kim Harbison, District F

Cindi King, District G
Glynn Pichon, At-Large
Eric Shives, District D
Kenny Tamborella, District E

Steering Committee members

Byron Bourgeois	Bruce Olivier
Chris Burst	Andre Pichon
Rhonda Clark	Brad Robinson
Nick di Santi	Debbie Schimmeck
Terri Gowin	Robert Wall
Dionne Graham	Landon Washington
Jacques Jarvis	

Team Slidell

Melissa Guilbeau, City Planning Department
Alex Carollo, City Department of Cultural Affairs
Blaine Clancy, City Department of Engineering
Blair Ellinwood, City Department of Finance
Randy Fandal, City Police Department
Joe France, City Department of Building Safety
Frank Jabbia, St. Tammany Parish School Board
Pete Jabbia, St. Tammany Parish School Board
Chris Kaufmann, St. Tammany Fire District No.1
Ross Liner, St. Tammany Parish Planning Department
Donnie Marshall, City Department of Public Operations
Chris Masingill, St. Tammany Corp
Mike Noto, City Administration
Jeff Roesel, New Orleans Regional Planning Commission
Jason Sappington, New Orleans Regional Planning Commission
Thomas Schneidau, City Attorney's Office
Dan Seuzeneau, City Police Department
Kevin Walcott, City Department of Parks & Recreation
Johnny Welborn, City Administration

Consultant Team

Burk-Kleinpeter, Inc.
with Michael Lauer Planning
Asakura Robinson
TMG Consulting

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CHAPTER 1:

INTRODUCTION

This Plan is intended to guide decisions and actions affecting the growth and development of the City of Slidell over the next 20 years and beyond. This chapter introduces the Comprehensive Planning Process and outlines key contextual information that provide the foundation for the Plan.

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PURPOSE AND INTENT

The Comprehensive Plan is an official document that sets forth the vision, goals, and actions to direct the present and future physical, social, and economic development that occurs within the City of Slidell. The Plan is designed to be used by City Officials to guide development decisions, to assist with budgeting and capital improvement prioritization, and to steer private investment within the community.

It is designed as a broad “umbrella document” that addresses a range of topics that may be covered in greater detail in other plans and studies and is guided by a vision statement developed with input from the public and stakeholders.

VISION STATEMENT

In 2040, Slidell is a safe community for families of all types that is connected to nature yet provides a wide variety of shopping experiences and a wide range of services for its citizens.

The City's historic core has been preserved and its culture revitalized with a quaint but bustling Olde Towne.

It is a city reinvesting in itself to create a sustainable and resilient community.

ORGANIZATION OF DOCUMENT

This plan document is organized into the eight elements. Each element outlines key existing conditions information, input from community members about that issue, and provides goals for future actions to achieve the community's vision. More information about existing conditions in each subject area is available in Appendix A.

Plan Elements

Each element has a single guiding principle. The guiding principles were established with input from stakeholders and the community, based on existing conditions and thorough research into best practices and it represents a high-level goal that encompasses other related goals, strategies and actions that follow.

The elements are:



Land Use: Encourage smart growth, redevelopment, and reuse



Housing: Accommodate residential needs for city's workers and families



Transportation: Improve safety, connectivity, and accessibility



Infrastructure: Maintain existing facilities and provide adequate infrastructure to meet Slidell's existing and future needs



Economic Development: Focus on geographic assets as primary strengths



Cultural Resources: Preserve Olde Towne's character and promote it as a cultural city center



Public Health and Safety: Ensure that Slidell remains a safe and healthy place for all



Natural Environment: Improve connections to Slidell's natural beauty while managing flood risk through more sustainable infrastructure

Implementation

Effective Comprehensive Plan implementation requires many actions, which are documented in Chapter 10 of this Plan, that individually and collectively help the City achieve the Plan's vision and goals.

The Comprehensive Plan will be implemented through the City's Code of Ordinances, as well as policies, programs, and project concepts recommended to achieve the community's vision, goals, and actions for the future of Slidell.

City Council action will be required to effect regulations, capital improvements budgets, and provision of public services. **Zoning Commission and Preservation Commission actions** will implement the regulations adopted by the Council. **Public and private entities** will invest in land development or public improvement projects that support residents' ability to live, work, play and learn in Slidell. Collectively, these and other actions will determine how well the City achieves its goals.

While consistent and coordinated actions in support of the Plan's goals are required, the Plan is not a fixed document.

AMENDMENTS TO THE PLAN

The City should review the Plan's vision and goals every five to ten years to ensure that they continue to reflect the Community's shared vision for the future. Changing fiscal, economic, social, environmental, and physical conditions through time may necessitate more frequent adjustments to Plan maps and actions.

The annual budget process may result in some adjustments to priorities for actions based on available resources and changing needs. The opportunity for private investment that would bring needed jobs, housing or other community benefits may require a change in the future land use map.

A grant for public infrastructure may enable the City to mitigate hazards in ways that

provide important recreational, transportation or growth opportunities that requires changes to maps or priorities for actions.

The Plan amendment process should recognize the need for these periodic adjustments but ensure that the changes remain consistent with the Plan's vision, principles, and goals.

STATUTORY AUTHORITY

In accordance with state law, the planning commission of the City of Slidell "shall make and adopt a master plan for the physical development of the municipality" (Louisiana RS 33:106). Once the plan is adopted, any local laws, ordinances, or regulations should be consistent with the elements of the master plan (Louisiana RS 33:109).

The Comprehensive Plan is intended to be a dynamic guide for coordinated actions by a variety of public and private sector actors over time. Louisiana statutes (R.S. 33:108) assign responsibility for adoption and amendment of the Comprehensive Plan to the City's Planning Commission.

STUDY AREA

The study area of this Plan includes the land within the city limits over which the City has authority over development decisions and the land surrounding the city where development could impact future growth of the city or provision of services. Figure 1-1 shows the city boundaries as of February 2021.

PLANNING PROCESS

Slidell 2040 was a citizen-driven planning effort guided by broad public and stakeholder participation. Due to the COVID-19 pandemic, public engagement relied heavily on virtual engagement through an informational project website, outdoor events, and through the use of the City's social media accounts.

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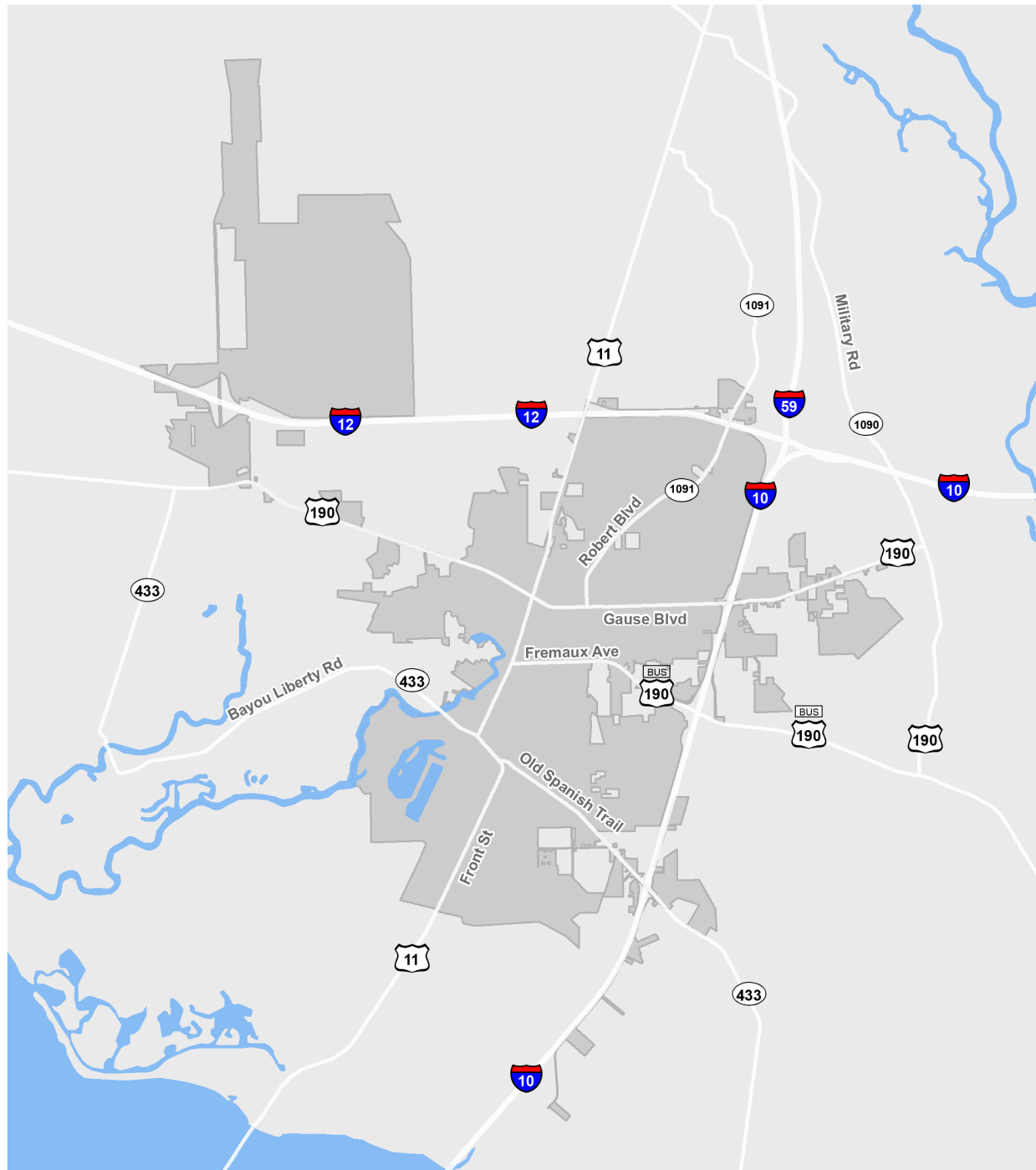
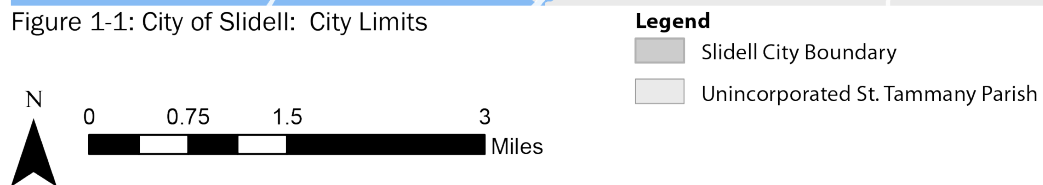


Figure 1-1: City of Slidell: City Limits



Source: City of Slidell, 2021

1 in = 1.25 miles

Burk-Kleinpeter, Inc.

February 2022

Steering Committee

The project Steering Committee consisted of 14 community members – one appointed by the mayor, one representing the Planning Commission, and the remaining 12 appointed by the City Council (listed on page ii). The Steering Committee’s role was to guide the vision of the planning process, encourage community participation, and ensure that the Plan is reflective of the values of the community.



Team Slidell Tests Public Outreach Strategies

Technical Advisory Committee

“Team Slidell” was the Technical Advisory Committee (TAC), providing resources and oversight to the Planning Team (listed on page ii). TAC was briefed on community engagement, provided existing demographics and existing conditions data, and offered the planning team input on planned, programmed, and proposed projects that impact the city.

Public Outreach

Residents and other stakeholders were engaged through a variety of mechanisms to solicit their input and feedback. “Pop-up” public engagement with interactive games,

maps and surveys occurred at the following events:

- Camellia City Farmer’s Market (May 15, 2021)
- Movie Night (May 29, 2021)
- The Slidell Art Market (June 12, 2021)
- St. Tammany Parish New Directions 2040 Future Growth Workshop (June 25, 2021)

At each of these events, a budgeting activity with wooden nickels was played to give residents the opportunity to “vote” for what they thought Slidell should prioritize in the City’s budget.



To supplement the face-to-face events, a website was created to provide project information and collect public input. The website provided general project information announced planned events and collected public input via a survey and interactive map where community members could drop pins and comments onto a map of the city, stating what they love, what they want to see change, and ideas that they have.

Email addresses were collected throughout the public engagement process and newsletters were sent out throughout the process to keep participants aware of the Plan’s progress.



Pop-Up Public Engagement at Olde Towne Art Market

Chapter 1: Introduction

Virtual engagement also included the cataloging of social media comments from the public on the City of Slidell's official Facebook page. A more detailed summary of public outreach is included in Appendix B.



Public Engagement Results

Participants were overwhelmingly positive and excited about the fact there was a plan being developed and that community input was being sought. Of course, many challenges were identified that the community wanted addressed, and some major themes quickly became evident. The top priorities that emerged from the in-person engagement and on-line survey were as follows:

- Stormwater Management
- Recreational Opportunities
- Bike and Pedestrian Safety
- Redevelopment and Reuse of Vacant Buildings
- Safety and Traffic

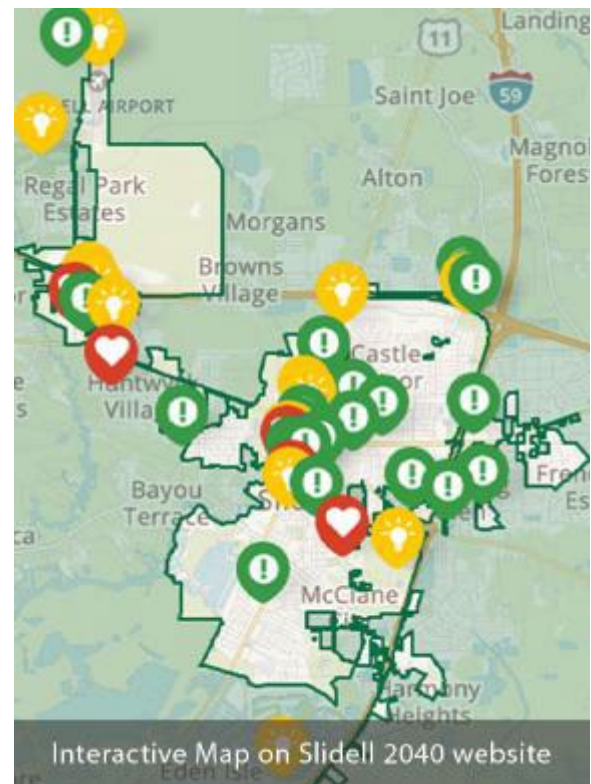
The wooden nickel budgeting game and survey results yielded the same top five priorities, though in a slightly different order. Some specifics on the survey stood out in terms of bicycle and pedestrian safety. Over half (56%) of respondents said there are not a variety of transportation choices in Slidell, and nearly two-thirds (65%) said Slidell needs more mixed-use, walkable neighborhoods.

Furthermore, 85% reported walking outside for exercise one to two times per week while 79% said improved and additional sidewalks

would make them more likely to walk or bike for exercise or transportation. Some additional themes outside of the top priorities emerged from the survey as well.

The survey asked both what makes Slidell special and what may prevent someone from moving to the city. When asked what makes Slidell special, participants overwhelmingly cited safety. Similarly, 71% reported “safety of neighborhood” as being important when moving into a new home. Regarding what may prevent people from moving to the city, there was a concern over a lack of jobs. Respondents ranked “Science and Technology” highest for the type of employment opportunities they thought Slidell should pursue.

Another notable result from the survey was that Olde Towne was the place the community most wanted to stay the same. Furthermore, 88% said “preservation of historic buildings and streetscapes” is important for Olde Towne. This corresponded with the results of an interactive mapping activity, which largely mirrored the core issues noted above.



Comments were fairly widespread on the map in terms of geography, but a few distinct clusters did emerge. The most prevalent was around the Olde Towne area. In general, the community loves the neighborhood for its quaint, walkable streets, but one of the most common issues across all forms of public engagement was a need for improved street crossings and pedestrian safety, particularly in terms of connecting Olde Towne and Heritage Park.

A smaller cluster of comments occurred around John Slidell Park, where there seemed to be a consensus that it needs repairs, if not a total update and revamping of its amenities. The North Shore Square Mall was another hot-button site with a wide variety of ideas from the public. Opinions ranged from wanting the mall reopened to wanting the area totally redeveloped, but regardless of their ideas for solutions, people felt strongly that this area needs to be revamped or repurposed in a meaningful way. Similar comments around redevelopment and reuse of vacant sites or buildings were scattered in other places as well, particularly along Old Spanish Trail and Pontchartrain Boulevard.

EXISTING CONDITIONS

Background Studies

In addition to the public input process, the Slidell 2040 Comprehensive Plan process was informed by previous plans and studies, and demographic and economic data

Some of the most pertinent documents for preparation of this Comprehensive Plan are listed below.

- USACE St. Tammany Feasibility Study – 2020-Ongoing
- STP Hazard Mitigation Plan – 2020
- THRIVE 2023 St. Tammany 5-year Economic Development Strategic Plan
- 2015-2019 Slidell Consolidated Plan

- North Slidell Revitalization Project Master Plan – 2016
- Slidell Bicycle Master Plan – 2014
- Slidell Transportation Plan: Stage 0 Feasibility Study for the Bicycle and Pedestrian Element – 2013
- Slidell Tomorrow Master Plan – Phase 1: 2005, Phase 2: 2008

Additional summary information about previous plans is included in the Appendix.

OVERVIEW OF SLIDELL

Regional Context

Slidell is located in Southeast Louisiana near the Mississippi border on the “Northshore” of Lake Pontchartrain, approximately 30 miles from downtown New Orleans and 90 miles from the state capital of Baton Rouge. Originally a lumber and shipbuilding town, Slidell’s population grew rapidly with the suburbanization of New Orleans in the 1960s, partially due to the burgeoning U.S. space program and the City’s unique position between NASA’s Michoud Assembly Facility on the outskirts of New Orleans and the John C. Stennis Space Center in Hancock County, Mississippi. Today, the city’s location at the intersection of three interstate highways (I-10, I-12, and I-59) makes Slidell a major crossroads of the Gulf Coast.

Population Trends

Historic population changes are used to project future population growth over the 20-year planning horizon. According to the American Community Survey (ACS), St. Tammany Parish has grown faster than Slidell proper, or the census tracts that make up the greater Slidell area over the 9-year period from 2010 to 2019.

As shown in Table 1-1, St. Tammany Parish grew from 228,894 in 2010 to 255,155 in 2019, or an annual growth rate of 1.21%. Meanwhile, Slidell’s population has remained relatively stable, from 27,067 in 2010 to 27,822 in 2019, an annual growth rate of 0.31%, with some block groups gaining

Chapter 1: Introduction

population and some losing population (Figure 1-2).

During that same time-period, the annual rate of growth for the 44 census block groups that make up the greater Slidell Area (generally bound by Lake Pontchartrain on the South, Bayou Liberty to the West, Military Road and LA 433 to the East, and Journey Road/Dr. TJ Smith Road, and Hwy 11 to the North¹), showed a change of 0.66% annually, from 72,879 to 77,352.

To project Slidell's population in the year 2040, these three growth rates were applied to project population forward. The St. Tammany growth rate was determined to be too high, so an annual growth rate of 0.50% will be used for planning purposes for the City of Slidell. That rate, and the resulting population estimate, for planning purposes, is shown below in Table 1-2, and would result in a population for the City of Slidell of around 30,894 people in the planning horizon year of

2040. That is an increase of 3,072 people over the 21-year period. This projection does not account for births, deaths, in or out migration, or annexation.

Diversity and Ethnicity

According to the ACS 2019 estimate, the population of the City of Slidell is 27,822. Over three-fourths of the population is white while 17% is black. Other categories make up less than seven percent. Just over 7% of the population is Latino. When considering all races, and ethnicity status (Latino/non-Latino), approximately 28.2% of the population is a minority, while 71.8% of the population is not. (Table 1-3)

When compared to St. Tammany Parish, the population breakdown follows roughly the same trend, with a slightly more diverse population in Slidell as compared to the parish as a whole.

Table 1-1: Growth Rate Estimates

	2010	2019	Annual Rate of Growth
St. Tammany Parish	228,894	255,155	1.21%
Greater Slidell Block Groups	72,879	77,352	0.66%
City of Slidell	27,067	27,822	0.31%

Source: ACS 2010 and 2019 5-year estimates.

Table 1-2: Population Projections for City of Slidell, 2019-2040

2019	Annual Rate of Growth	2040
27,822	0.31%	29,576
27,822	0.50%	30,894
27,822	0.66%	31,944

Source: BKL, 2021. Population estimates based on straight calculation using the compound annual growth method. Births, deaths, annexation, and in and out-migration were not included.

¹ Except for the Large Census Block Group encompassing the Airport, which extends further north to LA 36.

Income and Poverty

According to the ACS 2019 estimate, the median household income for Slidell is \$54,906 as compared to \$68,905 in St. Tammany Parish. In Slidell, 15.1% of the population lives in poverty, whereas only 11.5% live in poverty throughout St. Tammany Parish. (Table 1-4)

Table 1-3: Race and Ethnicity, 2019

	Slidell		St. Tammany Parish	
	Number	%	Number	%
White	21,330	76.7%	211,276	82.8%
Black	4,735	17.0%	30,925	12.1%
Asian	613	2.2%	4,135	1.6%
American Indian and Alaskan Native, Native Hawaiian, Other	468	1.7%	1,540	0.6%
Two or more races	676	2.4%	4,740	1.9%
Latino or Hispanic	1,966	7.1%	14,329	5.6%

ACS 5-year estimates, 2019.

Table 1-4: Income and Poverty

	Slidell		St. Tammany Parish	
	Number	%	Number	%
Median Household Income	\$54,906		\$68,905	
Percent of Population in Poverty	15.1%		11.5%	

ACS 5-year estimates, 2019.

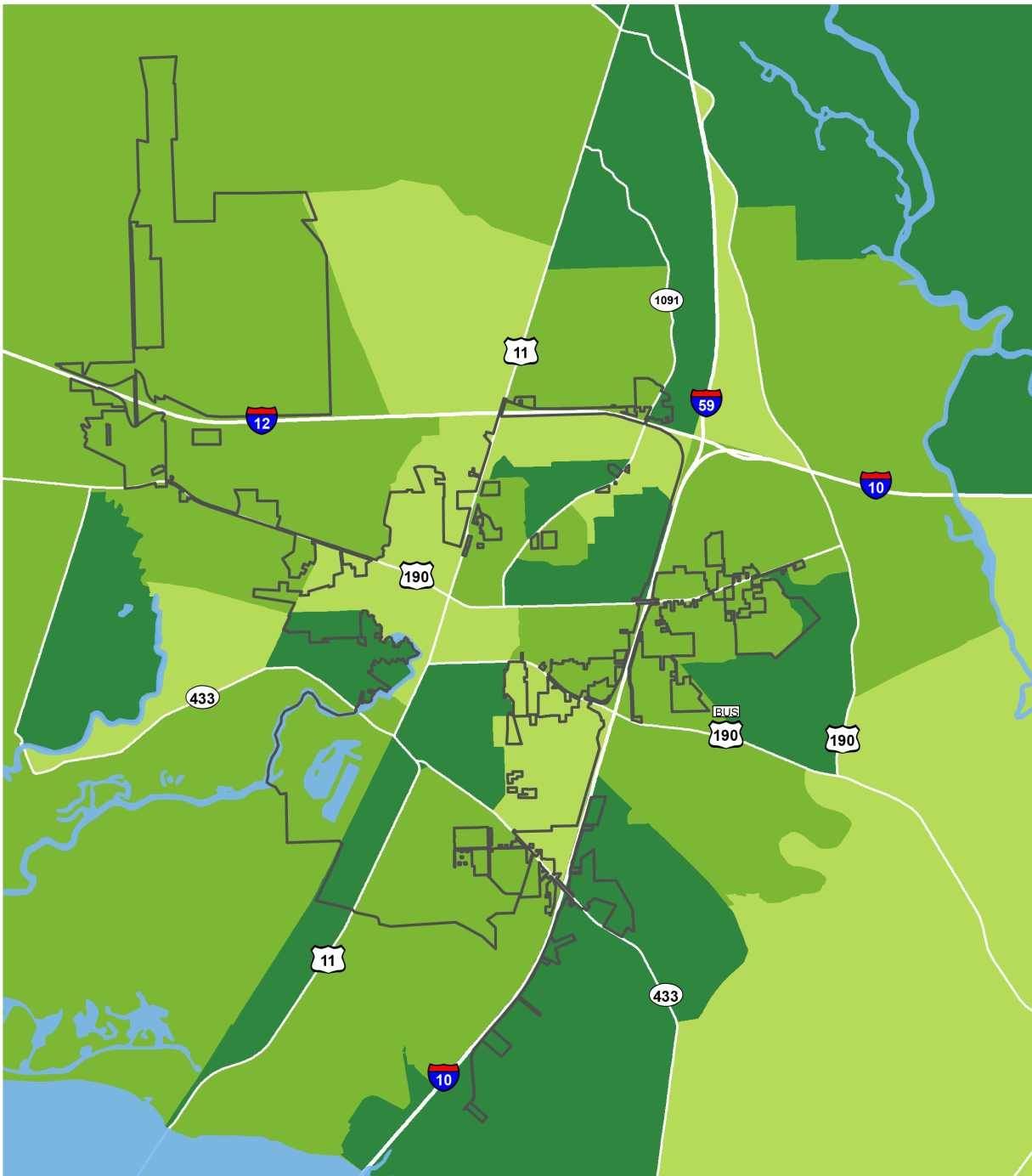
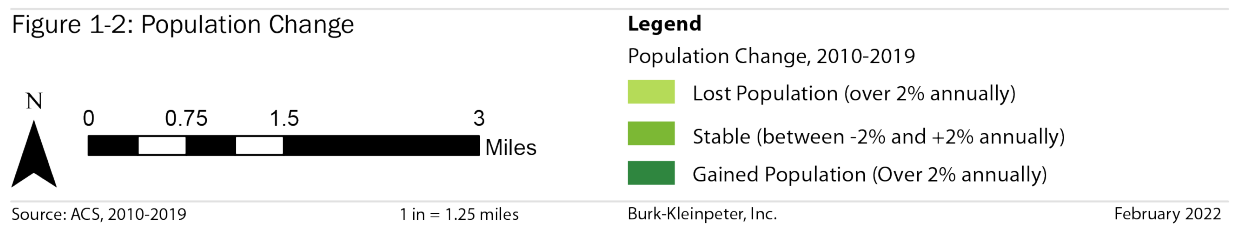


Figure 1-2: Population Change



CHAPTER 2:



LAND USE

The Land Use Chapter provides an overview of existing land use and development regulations within Slidell. Growth Management Policy and Annexation Procedures are identified. The Chapter concludes with a proposed future land use map (FLUM) and supporting goals and strategies to achieve the land use vision outlined.

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EXISTING LAND USE

Land Use Inventory

The City of Slidell is 9,908 acres in size. As shown in Table 2-1, vacant parcels account for 1,420 (14.3%) of the city's acreage, though some of these areas may currently be under early stages of development. The city's existing land use was classified at the individual lot level using the American Planning Association's (APA) Land-Based Classification Standards (LBCS) as a general guide.

While institutional uses make up the largest percentage of land at nearly 29%, the Institutional land use category is somewhat skewed by the vast areas of land in the far northwestern quadrant of the city that make up the Camp Villere military facility and the Slidell Municipal Airport. Slidell is defined by its significant portion of Single-Family Residential (26.5%) throughout the core of the city. Commercial land use makes up just over 11%, mostly found along the highways in and

around Slidell while Multi-Family Residential, Industrial, and Recreational uses combined comprise only around 10% of land use in the city. Roads and other rights-of-way account for nearly 10% of Slidell's land area. Included in the Right-of-Way category are natural waterways and manmade canals as well as other rights-of-way for utilities and rail. Additional details on land use are included in Appendix A: Existing Conditions.



Table 2-1: Existing Land Use

Category	Description	Acres	Percent
Single-Family Residential	Single-family homes of all types and sizes	2,626.0	26.5%
Multi-Family Residential	Multi-family residences of all types (duplexes, apartment complexes, assisted-living, group homes, etc.)	311.6	3.1%
Commercial	Business-related uses (retail goods or services, restaurants, bars, offices, hotels, etc.)	1,121.2	11.3%
Industrial	Manufacturing, assembly, warehousing, etc.	256.2	2.6%
Institutional	All social, civic, and infrastructural-related sites (schools, libraries, emergency-response, public safety, utilities, healthcare, internment, military, airport, municipal properties, churches, social organizations, museums, etc.)	2,838.7	28.7%
Recreational	Parks and other spaces for outdoor recreation and leisure (walking, running, bicycling, sports, swimming, boating, etc.)	378.1	3.8%
Vacant	Empty lots with no consistent human activity	1,419.6	14.3%
Right-of-Way	Roads, water, and other rights-of-way within the city limits without a designated use	956.2	9.7%

Source: BKL, 2021.

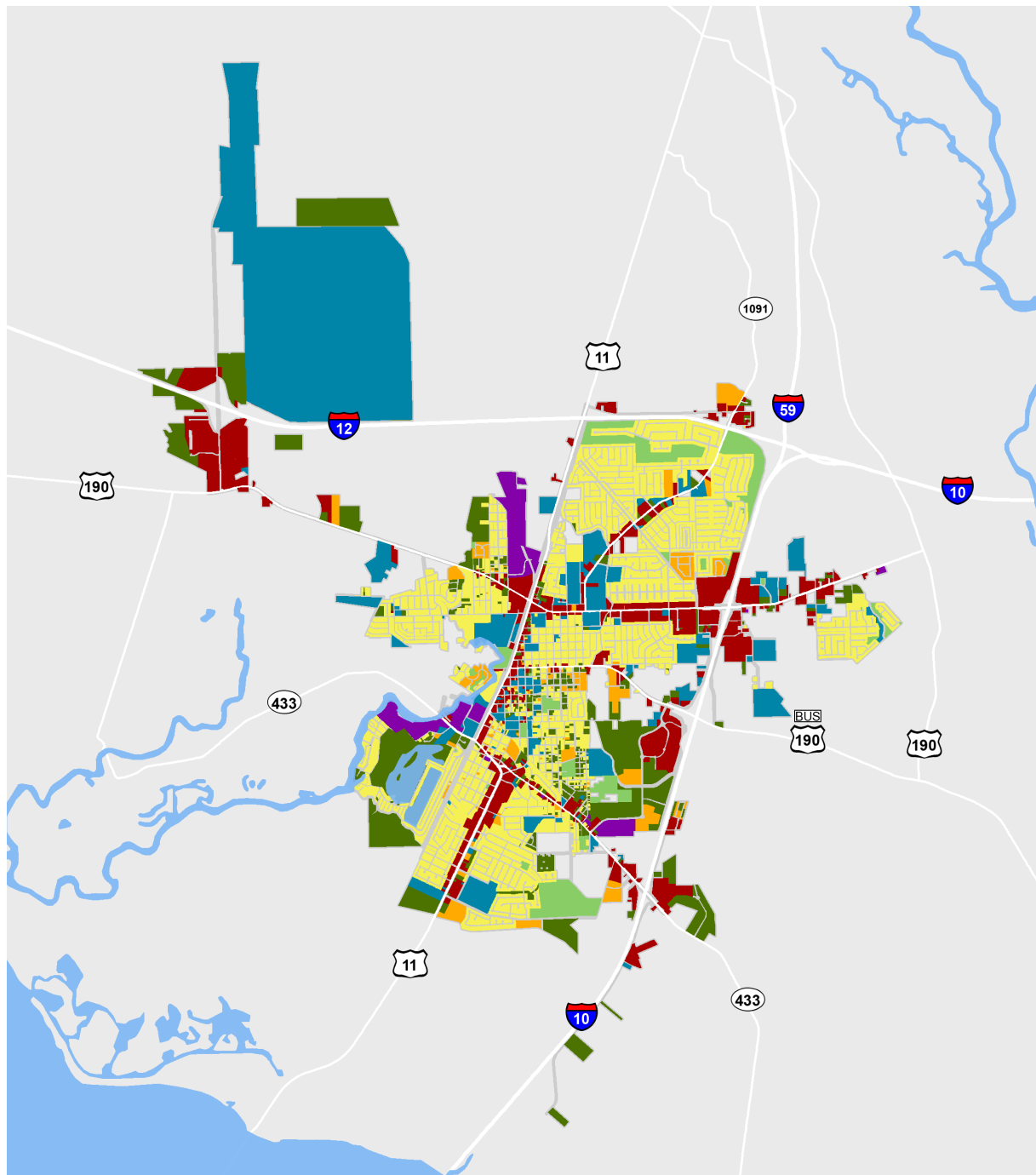
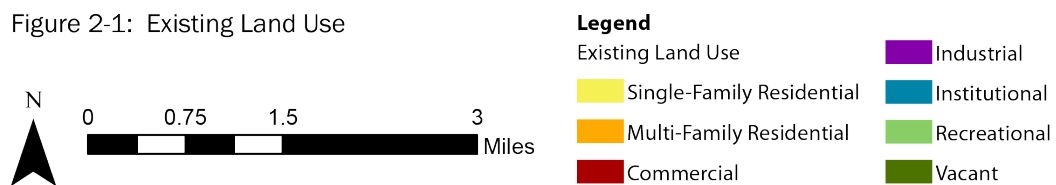


Figure 2-1: Existing Land Use



0 0.75 1.5 3 Miles

Source: City of Slidell and BKI, 2021

1 in = 1.25 miles

Burk-Kleinpeter, Inc.

February 2022

LAND USE REGULATIONS

Slidell manages land use and development through a variety of regulatory tools that address the use, buildings, subdivisions, utilities, and a wide range of site improvements, such as driveways, parking, landscaping, drainage facilities, and signage. Table C-1 in Appendix C summarizes the City's current tools and the following sections identify opportunities to improve the use of these tools to better achieve goals such as economic development, neighborhood vitality, protection from environmental risks, and improved mobility.

Zoning Regulations

Purposes

The City's zoning regulations establish rules for development throughout the city. The purposes of the regulations in Slidell are to:

- Promote the health, safety, morals, or general welfare of the city;
- Lessen congestion in the streets;
- Prevent overcrowding of land;
- Secure safety from fire;
- Provide adequate light and air;
- Avoid undue concentration of population; and
- Facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public facilities.

To achieve these purposes, the regulations establish various zoning districts, assign the boundaries of those districts, and establish the appropriate regulations for the development and use in each of those districts. The site development regulations address building envelopes, building design, and site design features.

Zoning Districts

Table C-2 in Appendix C lists the zoning districts included in Slidell's zoning ordinance and the general types of land uses authorized

within each district. Some of the listed uses are allowed by right, but others require a conditional use permit. There is a Height Overlay within the C-4 Highway Commercial district, and the following (while not listed in the table) also function as zoning overlay districts:

- Olde Towne Preservation District (Chapter 2 of the City's Code of Ordinances)
- Flood Hazard Districts (Chapter 15)
- Groundwater Protection Ordinance (Chapter 28)

One of the distinguishing features of Slidell's zoning districts is that the land uses allowed within many of the districts are cumulative. This means that typically uses allowed in more restrictive districts are allowed in less restrictive districts. For instance, single-family residential uses are allowed in multi-family and commercial districts. Given the age of the city, many areas that were developed before the City adopted zoning have a mix of uses that may not be compatible. Land use transitions may be improved through zoning provisions that address relative heights, screening, buffers and/or design features (e.g., orientation of garage bays, locations of loading docks, and the design of off-street parking).

Figure 2-2 shows the extents of zoning districts throughout the city (2022). The data show that nearly one-third (32.9%) of the city is zoned A-6 – single-family urban, one-fifth (21.6%) is zoned for commercial purposes (C-1, C-1A, C-2, C-3, C-4, or C-6), and one-fifth (19.5%) of the city is zoned R – rural. The A – airport and M-2 – light industrial districts comprise one-tenth (10.7%) of the city. The area of land designated for each zoning district is consistent with Slidell's dual roles as a regional retail/service center and bedroom community within the larger metropolitan area.

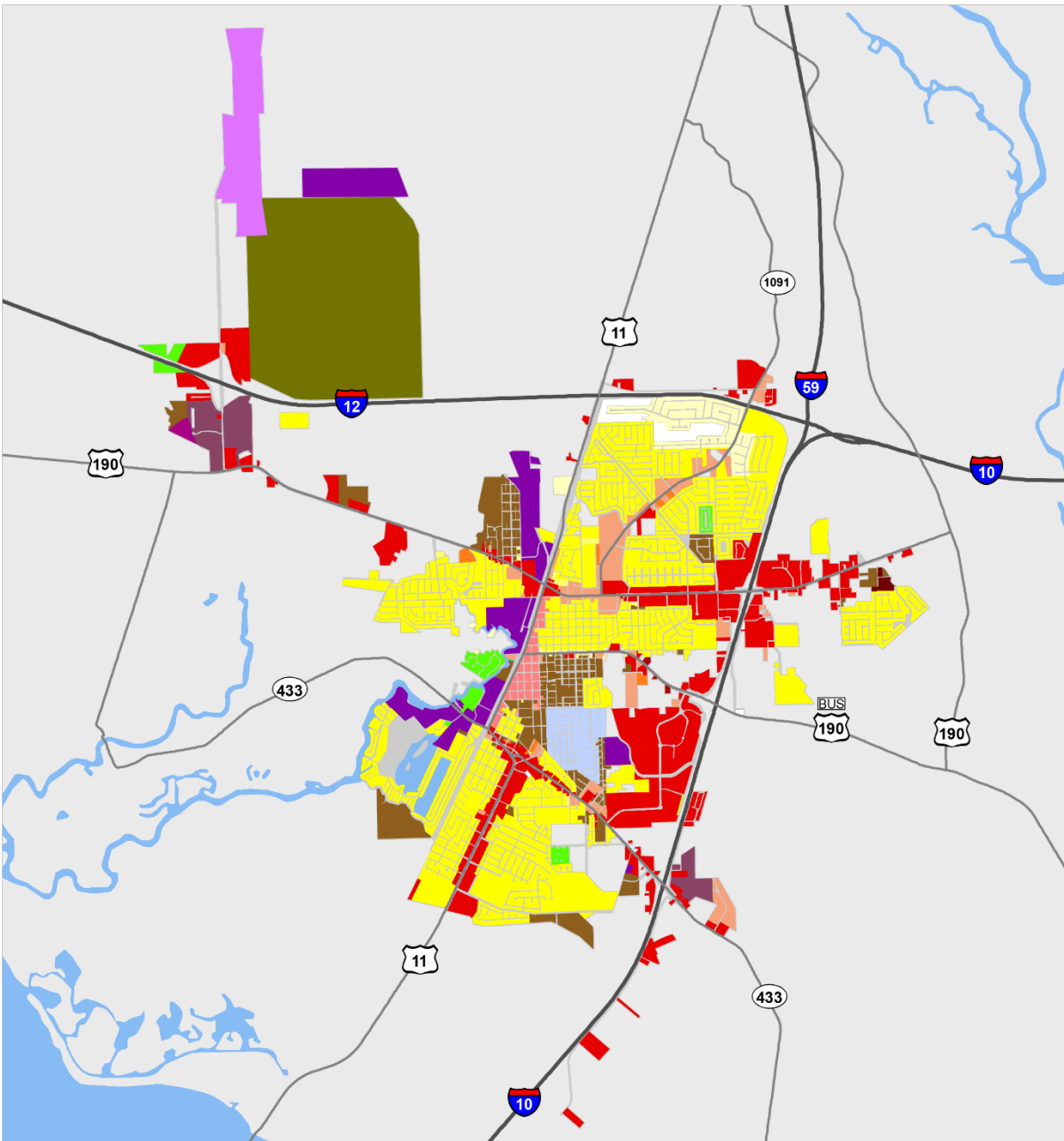
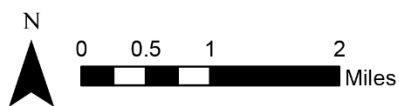


Figure 2-2: Zoning



Legend

Zoning Districts

- A-1 Suburban
- A-2 Single Family
- A-4 - Transitional
- A-6 - Single Family Urban
- A-8 - High Density Urban
- A-9 - Apartment
- A-9-C - Apartment-Commercial
- A - Airport Zone
- C-1 - Fremaux Avenue Business District

- C-1A-Fremaux Avenue/Shortcut Highway District
- C-2 - Neighborhood Commercial District
- C-2W - Waterfront Mixed-Use District
- C-3 - Central Business District
- C-4 - Highway Commercial
- C-6 - Regional Shopping Center
- M-2 - Light Industrial
- PUD - Planned Unit Development
- RRD - Residential Redevelopment District
- R-RURAL
- *No Zoning

Source: City of Slidell, 2021

1 in = 1.25 miles

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Subdivision Regulations

Purposes

The purposes stated in Part 1 of the City's subdivision regulations (Appendix B of the City Code) are to:

- Establish procedures governing the filing and approval of land subdivision plats;
- Establish minimum standards for streets, utilities, and other required improvements;
- Establish minimum standards governing the preparation and filing of land, subdivision plats, and data to be submitted to the Planning Commission for approval;
- Ensure the proper coordination of future streets and their development with existing or planned streets;
- Set penalties for the violation of the provisions of these regulations; and
- Provide that the Planning Commission may vary the regulations in certain cases or under certain conditions.

Standards and Procedures

Part 3 of the Subdivision regulations includes design standards, which are linked to the zoning districts and include many design standards more typically associated with zoning ordinances than standards for lot creation. For instance, the design standards for single family and duplex development address the location and orientation of entrances, façade materials, and standards for screening the lower level of elevated structures. Multi-family design standards address building materials, roof design, façade articulation, and windows. Commercial, mixed-use, and industrial design standards address a variety of architectural and building improvement standards that vary based on the scale of the development project. In addition to building design standards, the City's subdivision regulations address requirements for sidewalks, outdoor spaces, outdoor display, and structural parking.

Part 4 of the subdivision regulations addresses the provision and design of improvements that are more traditional to

subdivision regulations, including streets, sidewalks, sewers, potable water, drainage, monumentation, street trees, and warranties for those improvements. Part 5 of the subdivision regulations includes procedures for subdivisions, which typically involve the preparation and approval of a preliminary plat, construction drawings, and a final plat. For small scale subdivisions (five or fewer lots on one acre or less) that are for residential development and do not require new streets, the regulations establish an abbreviated process that may include approval by the Planning Director. Part 6 of the subdivision regulations establishes requirements for acceptance of streets and other facilities that are intended to be maintained by the City.

Other Development Regulations

Many of the City's regulations that focus on land development issues are currently included in other parts of the City's code. The City's work program includes updates to many of these regulations and their relocation to a new Unified Development Code to be prepared over the next several years.

- **Slidell Preservation District:** Chapter 2 Article IV, Division 4 of the City's code includes provisions establishing the City's preservation district, procedures for review of development within the district and assignment of review responsibilities to the City's Landmark Commission.
- **Building Regulations:** Chapter 7 of the City's code is a discrete set of standards that govern the technical requirements for construction of improvements. Amongst other things, it includes fees for building permits and standards for drainage and stormwater management.
- **Environment:** Chapter 13 of the City's code includes provisions addressing junk yards, litter, the City's adopt-a-street program, and management of public trees.
- **Fire Prevention:** Chapter 14 adopts the most recent versions of the National Fire Protection Association Life Safety Code and the National Fire Protection

Association Fire Code. Fireworks use standards are in Chapter 14.

- **Floods:** Chapter 15 of the City's code establishes flood hazard regulations to prevent or mitigate flood hazards within the City and minimize harm in flood hazard areas within the City. Like the preservation district provisions, the flood hazard prevention provisions create de facto zoning overlay districts that directly affect the location and design of development on affected properties.
- **Planning:** Chapter 22 of the City's code establishes the City's Planning Commission and assigns it the statutory responsibilities as the City's Zoning Commission.
- **Solid Waste:** Chapter 23 of the City's code includes standards for storage locations of dumpsters and trash receptacles.
- **Streets, Sidewalks and Other Public Places:** Chapter 25 of the City's code includes a mix of provisions governing the design, construction, and use of streets, sidewalks, and public rights-of-way, including the establish of small wireless facilities in the right-of-way.
- **Utilities:** Chapter 28 of the City's code includes rules for connection to, and construction of improvements connected to the City's municipal water and sewer systems.
- **Rules and Procedures:** Appendix C of the City's code includes rules for the operation of the City Council and the conduct of meetings.
- **Traffic Impact Analysis:** Appendix E includes provisions for the preparation and review of traffic studies. It also lists mitigation alternatives for development that would exceed available traffic capacities of the City's streets.

Other Use Provisions

Throughout the Code are a variety of use-specific standards, including the Chapter 4 provisions related to sale and consumption of alcoholic beverages, the Chapter 5 provisions

related to amusements and entertainment uses, the Chapter 6 provisions related to keeping of animals, the Chapter 8 provisions related to the operation and licensing of businesses, and the Chapter 9 provisions related to Cemeteries.

VOICES FROM THE COMMUNITY

"We need to use what we've got before we build out new facilities that make those areas blighted and drive down housing values to folks that have worked hard for what they have. We need to leave the trees up."

GROWTH MANAGEMENT

While the City regulates development according to the procedures and laws noted above, they do not control development outside their city limits.

The city can accommodate most of its anticipated growth within its current incorporated boundaries, however, will be opportunities to extend those boundaries over the life of the Plan. Public or private entities may wish to develop land that would require extension of city infrastructure or services to a school, park, residential subdivision, commercial center, or industrial development.

Because annexation is primarily a voluntary endeavor in Louisiana, Slidell's corporate boundaries have become increasingly serpentine over time, creating fingers or islands of unincorporated areas that are mostly or entirely surrounded by incorporated areas. These excluded areas can present challenges for utility system extensions, stormwater management, street system maintenance, emergency service provision, and code enforcement. These challenges can diminish the public health, safety, and welfare. To remedy problems where at least 90 percent of the annexation area boundaries are contiguous with the existing corporate

Chapter 2: Land Use

boundaries, the City may choose to initiate annexations.

Factors to Consider for Annexation

In deciding whether to annex property, the City should consider several factors, including the nine listed below (in no particular order). All factors should be balanced against each other and applied on a case-by-case basis.

Proximity

Consider proximity to existing city limits and infrastructure.

Fiscal Impacts

Compare potential revenues (e.g. property taxes, sales taxes, utility fees) to potential costs (e.g. utility extensions, street maintenance).

Utility System Impacts

Evaluate how system extensions may improve or impair services (e.g. water pressure, fire protection) as well as threats of environmental hazards (e.g. sewer leaks).

Stormwater Management and Flood Hazard Mitigation

Consider how stormwater management may be facilitated (e.g. better design, more efficient system) or how the flood hazard for existing property owners may be exacerbated.

Mobility Impacts

Consider how connectivity and street maintenance may improve safety and accessibility for pedestrians, bicyclists, and motorists.

Housing Needs

Consider housing needs while evaluating how annexations may facilitate the development of certain housing types.

Non-Residential Development Opportunity

Consider commercial and industrial opportunities (e.g. economic development, employment) while evaluating how annexations may facilitate certain types of development (e.g. locational advantage for business near interstate or airport).

Public Safety

Evaluate impacts on public safety both within the considered annexation as well as

surrounding areas already within the city (e.g. reducing jurisdictional questions for emergency services).

Compatibility/Blight Reduction

Consider how compatibility or blight reduction may be facilitated (e.g. allowing code enforcement where uses or activities may not be adequately regulated by the Parish).

Coordination with the Parish

Figure 2-3 shows the City of Slidell corporate limits and highlights a Growth Management Area (GMA) comprised of unincorporated areas where annexation should be considered based on a preliminary review of proximity, flood hazard, and potential for development beneficial to the City either fiscally or otherwise.

A higher degree of scrutiny should be imparted on a case-by-case basis, using the criteria identified above. While it is unlikely that the City would annex a significant portion of this area in the near future, development activities within the highlighted area have direct implications for the short and long-term ability of Slidell to grow and provide services. Low density development adjacent to the city that lacks urban water and sewer can form a barrier that impedes rational growth of the city. For this reason, the City should coordinate with St. Tammany Parish to designate and adopt the growth management area and formalize an agreement addressing land use, utilities, stormwater management, and transportation planning.

Section 120-231 of the Parish Code states that “... the parish government will coordinate infrastructure improvements so that both parish and municipal standards will be considered for all new development within the annexation agreement areas and the more restrictive set of standards, whether they be standards established by the Parish or municipal governing body, will be applied to the project.”

While the Parish and the City have entered into a tax sharing agreement, no growth

management area has been designated to date. This Plan recommends pursuit of such an agreement to facilitate the rational growth of Slidell, the efficient extension of utilities and more compatible development transitions between the city and surrounding unincorporated areas.

FUTURE LAND USE

The Future Land Use Map (FLUM) functions as the goal for what Slidell should look like in 2040. It is intended to guide future zoning, subdivision, and capital improvements. While the City's decisions on these critical growth matters should be consistent with the FLUM, the official zoning map regulates the types of uses that are allowed within a given district.

FUTURE LAND USE CATEGORIES

The FLUM assigns all land in Slidell to one of six future land use categories.

- Residential
- Commercial
- Industry/Employment
- Mixed-Use Neighborhood
- Community Facilities
- Conservation

Because Future Land Use categories are not assigned at the parcel level and do not correlate directly to a zoning category, each category may include a variety of development patterns. These development patterns are intended to be implemented over time through one or more zoning districts that enable establishment of the mix of uses, intensities and characters that distinguish these development patterns. For instance, some residential neighborhoods will be zoned primarily for single family homes and zoning for other neighborhoods will allow single-family homes and attached units, such as duplexes and townhomes. Similarly, some commercial areas are more appropriate for more intense, regional-serving facilities and others are best suited for neighborhood scale services. The most appropriate zoning will depend on established development patterns, proximity to higher capacity streets, utility capacity,

opportunities for infill and redevelopment, and other criteria established for each zoning district.



Residential

Residential includes single-family neighborhoods as well as neighborhoods with a compatible mix of housing types, including duplex, townhome, and small multi-unit forms (up to 8 units per building). Some areas in this category along collector and higher capacity streets may be appropriate for larger multi-family projects and neighborhood scale services, such as coffee shops and small personal service shops. Smaller scale (up to 2 acres, or about one block), low-intensity community facilities (e.g., pocket parks, playgrounds, and libraries) are also appropriate in this category, including elementary schools, daycares, religious institutions, and other types of community centers.



Chapter 2: Land Use

Commercial

Commercial areas, located primarily along highways and major arterials, provide a range of retail goods and services, office uses, and small-scale, light manufacturing facilities. Community facilities are also appropriate in this category, as are residential developments with more than eight units per building.



Industrial Land Use Example

Industry/Employment

Industry/Employment areas include businesses that have little to no on-site customer traffic and can range from more heavy manufacturing facilities to distribution and warehousing centers to research and development facilities and back-office facilities. Limited retail and service uses supporting these uses and their employees also are allowed.



Mixed Use Land Use Example

Mixed-Use Neighborhood

Mixed-Use neighborhood areas support a walkable mix of residential and non-residential uses, including the mixed-use portions of Slidell's Olde Towne neighborhood, which features a traditional and organic mix of uses

that include residential, commercial and community facility uses. To ensure that these areas are internally compatible, the design, scale, and intensity of development should encourage a compatible blend of uses with attractive, safe, and convenient connectivity for pedestrians and bicyclists. Small-scale mixed-use and live-work developments are encouraged in this area to create a vibrant neighborhood where people can live, work and play.



Community Facility Land Use Example

Community Facilities

Community Facilities include publicly owned buildings (police and fire stations, courthouses, libraries, etc.), active parks and recreational facilities, schools, religious institutions, nursing/retirement homes, community centers, and cemeteries. This category also includes large (2 acres or larger) community facilities and campus-style properties that extend into or are surrounded by Residential areas, where Commercial development may not be appropriate.



Conservation Land Use Example

Conservation

Conservation areas are comprised of undeveloped areas that should be limited to improvements providing access to or through the areas. These areas include sensitive land and wetlands along waterways or within the 100-year flood zone that may be used for greenways, trails, multi-use stormwater management areas and passive recreational facilities.

Future Land Use Map (Flum)

Figure 2-3 is the Future Land Use Map for the City of Slidell. As discussed in Chapter 1, the City anticipates the need to refine this map throughout the life of the Plan. As conditions and opportunities change, the Future Land Use Map should be amended to help Slidell achieve the Plan's vision and goals.

The map depicted herein may not represent all recent map updates. The official Future Land Use Map resides digitally in the Slidell Planning Department.

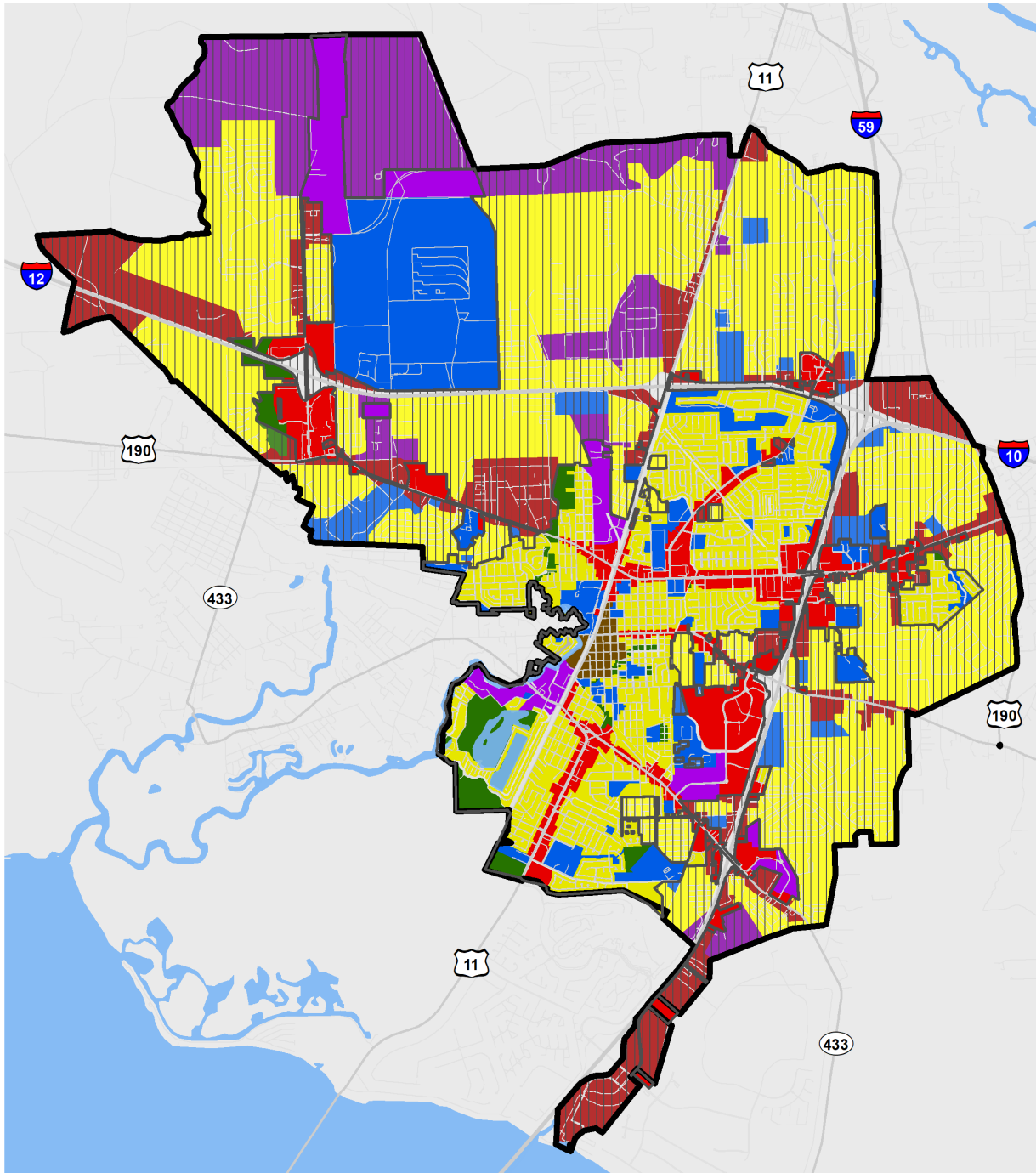
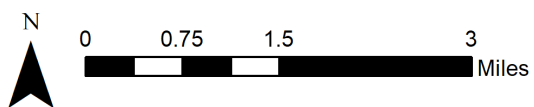


Figure 2-3. Future Land Use Map (FLUM)



Source: City of Slidell and BKI, 2021

1 in = 1.26 miles

Legend

- City of Slidell City Limits
- Growth Management Area (GMA)

Future Land Use

- Commercial
- Community Facilities
- Conservation
- Industry/Employment
- Mixed Use
- Residential

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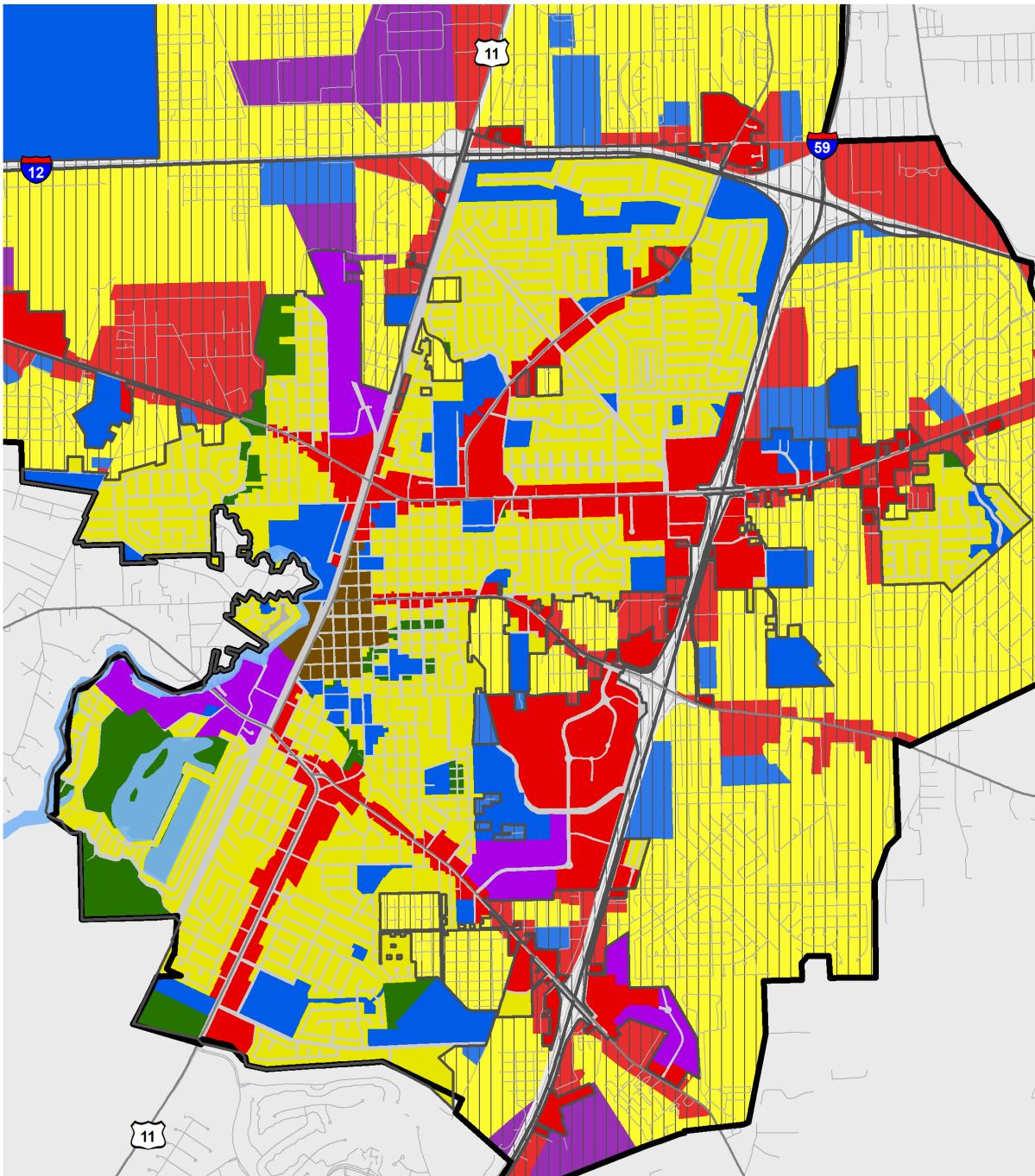


Figure 2-3A: Future Land Use Map (FLUM)
detail view of central Slidell



0 0.35 0.7 1.4
Miles

Legend

-  City of Slidell City Limits
-  Growth Management Area (GMA)

Future Land Use

-  Commercial
-  Community Facilities
-  Conservation
-  Industry/Employment
-  Mixed Use
-  Residential

Source: City of Slidell and BKI, 2021

1 in = 0.7 miles

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LAND USE GOALS

THE GUIDING PRINCIPLE OF THE LAND USE ELEMENT IS TO ENCOURAGE SMART GROWTH, REDEVELOPMENT, AND REUSE.

Goal: The Future Land Use Map guides zoning, subdivision and capital improvements decisions. (Goal LU-1)

Strategy: Maintain and use the Future Land Use Map and Comprehensive Plan to accommodate projected growth that is compatible with the character of the City and achieves an appropriate mix of residences, non-residential uses, and public facilities. (Strategy LU 1-1)

Goal: Encourage compatible infill development and reuse or redevelopment of existing buildings. (Goal LU-2)

Strategy: Consider flexible development standards and other strategies that facilitate infill, adaptive reuse, and redevelopment. (Strategy LU 2-1)

Goal: Coordinate with property owners to retain or enhance the vibrancy of existing commercial centers. (Goal LU-3)

Strategy: Work with owners of commercial centers to help foster greater occupancy and vibrancy. (Strategy LU 3-1)

Goal: Ensure that new development and redevelopment are assets to Slidell's fiscal health and community character. (Goal LU-4)

Strategy: Incentivize or require low-impact development (green infrastructure), landscaping, and other site improvements that enhance the appearance and function of new developments, as well as their compatibility with and access to nearby neighborhoods. (Strategy LU 4-1)

Goal: Retain open space areas with the potential to serve the City's recreational, stormwater management and mobility needs (Goal LU-5)

Strategy: Preserve or discourage development in areas on the outskirts of the City and in the 100-year flood zone, particularly those not

located on a major thoroughfare, for stormwater management, conservation, and recreational purposes. (Strategy LU-5-1)

Strategy: Use bayous and canals that criss-cross the City, as transportation corridors and recreational areas. (Strategy LU 5-2)

Goal: Coordinate with property owners and the Parish to facilitate the City's growth and extension of municipal services into annexation areas. (Goal LU-6)

Strategy: Adopt criteria for annexation that includes the following criteria:

1. Fiscal Impacts
2. Utility System Impacts
3. Stormwater Management and Flood Hazard
4. Mobility Impacts
5. Housing Needs
6. Non-residential development needs
7. Public Safety
8. Compatibility/Blight Reduction
9. Proximity

(Strategy LU 6-1)

Goal: Facilitate development patterns that enable residents to walk and bike to schools, shops and work places. (Goal LU-7)

Strategy: update plans and regulations to coordinate development that meets the City's long-term mobility needs. (Strategy LU 7-1)

Goal: Conduct land development and regulatory processes in a manner that is efficient, transparent and user-friendly. (Goal LU-8)

Strategy: Use online processes to make information about proposed development and the City's development review processes more accessible and more efficient for staff. (Strategy LU 8-1)

CHAPTER 3:



HOUSING AND NEIGHBORHOODS

The Housing and Neighborhoods Chapter provides an overview of existing conditions related to housing within Slidell, such as characteristics of the housing stock and demographics related to where people live. Best practices for housing policy to address housing demand issues are provided. The Chapter concludes with goals and strategies to achieve the vision for future housing and neighborhood needs.

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Housing Goals	32

HOUSING OVERVIEW

Housing in Slidell is in high demand and short supply. There is high occupancy and low vacancy across both owner-occupied and renter-occupied housing units. Over 10,000 housing units are located in the city, of which 91% are occupied. The total number of units increased by 7% between 2000 and 2019.

Over 2/3 of housing units in Slidell are occupied by owners (68.6%) while approximately 1/3 (31.4%) are rented.

While affordable housing is still out of reach for many, Slidell is a more affordable option than many other areas of the Northshore. The median value of owner-occupied homes in the City of Slidell is \$161,700. In St. Tammany Parish, the median home value is \$227,548, and in the State of Louisiana, the median home value is \$171,036. The median monthly rent in Slidell is \$1,042.

HOUSING STOCK

Slidell experienced two historic waves of growth, one between 1950-1959, and a second one between 1980-1999. These waves of growth account for 66.9% of the City's existing housing stock.

Housing in Slidell is dominated by single family detached homes, which make up the largest share (79%) of housing types throughout the City. The remaining 21% is a mix of 1-unit attached, 2-unit, 3-4-unit, 5-9-unit, 10-19 unit and 20 or more-unit structures, as shown in Figure 3-1, next page. While there are several neighborhoods dominated by single-family homes, multi-family housing is present throughout the city as shown in Figure 3-2.

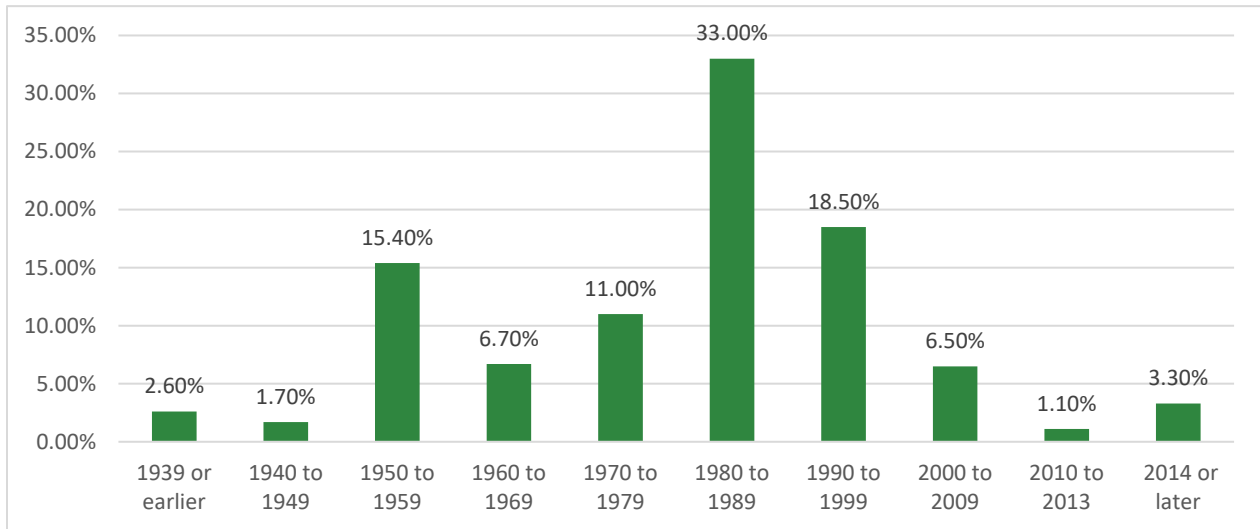
Table 3-1: Housing Occupancy

Description	Units	Percent
Total Housing Units	10,815	100.0%
Occupied Housing Units	9,818	90.8%
Owner-occupied Units	6,733	68.6%
Renter-occupied Units	3,085	31.4%

Source: US Bureau of the Census, 2015-2019 ACS 5-year estimate

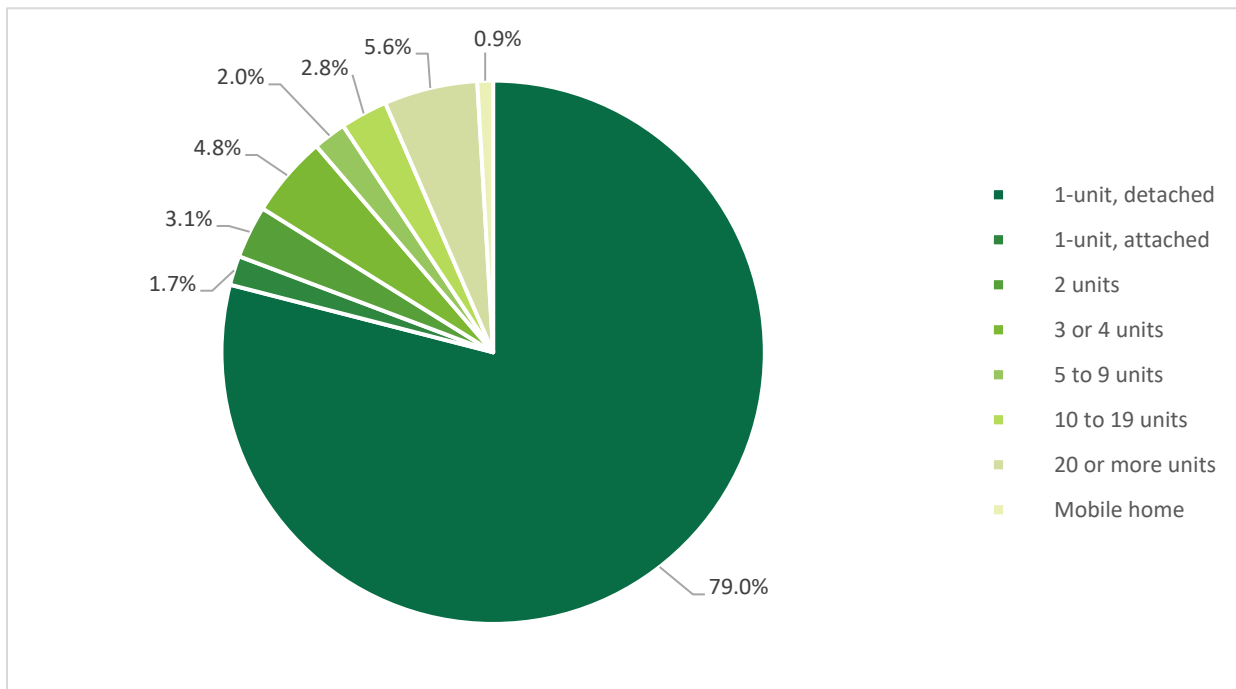


Figure 3-1: Housing Units by Year Structure Built



US Bureau of the Census, 2019 ACS 5-year estimate

Figure 3-2: Housing Type by Units in Structure



US Bureau of the Census, 2019 ACS 5-year estimate

Chapter 3: Housing and Neighborhoods

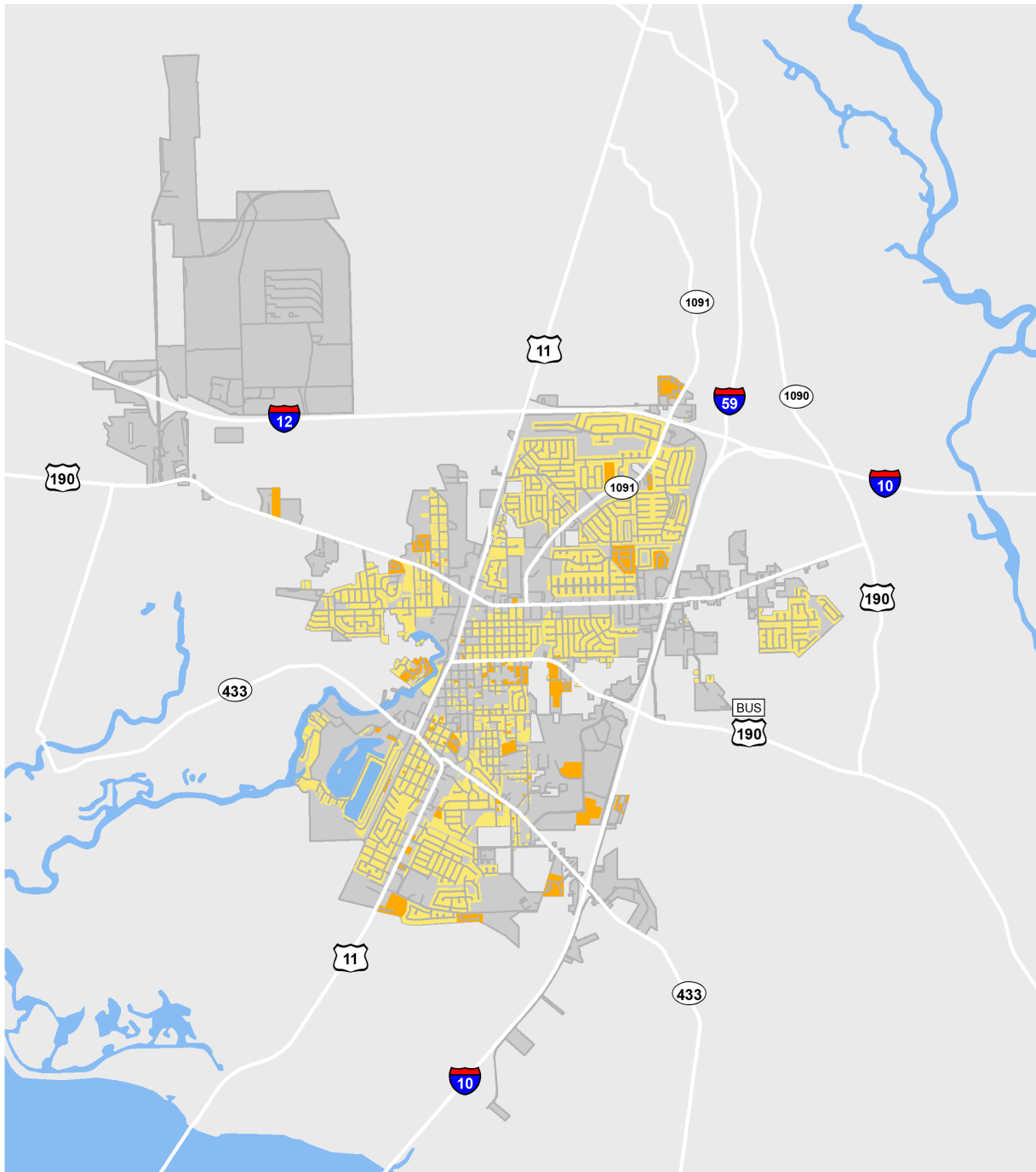


Figure 3-3: Single-Family and Multi-Family Housing Locations

Legend

Slidell Land Use

Multi-Family Residential

Single-Family Residential



0 0.75 1.5 3 Miles

Source: City of Slidell, 2021

1 in = 1.25 miles

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HOUSING CHALLENGES

Floodplains

A challenge to constructing affordable housing is the prevalence of floodplains and wetlands in Slidell. Many residential areas are in high-risk flood zones. The City has updated its Flood Hazard Prevention regulations and will need to allocate resources to reduce repetitive flood damages as storms become more frequent and severe.

Housing Condition & Location

Market-based affordable housing and subsidized housing in the Parish and in Slidell are often in poor condition, located far from services and jobs, and in limited supply.

Meanwhile, most of the multifamily rental properties under construction are luxury properties that are not affordable for low-to-moderate income households. Because there is limited public transportation in the Parish and in Slidell, challenges for getting to jobs and education and training are amplified by the cost of needing to own a car. This presents an opportunity for Slidell to create more units close to job centers where residents can walk to work.

Housing Affordability

The cost of housing in Slidell has increased due to high land costs, fees for flood insurance on rental properties, and high demand for available and buildable land. Additionally, the prevalence of affluent households decreases St. Tammany Parish's (and therefore Slidell's) competitiveness for Low-Income Housing Tax Credits (LIHTC) funds. Although income levels have been increasing within Slidell, housing costs for renters and owners have also increased. Specifically, renters are more likely feeling the burden of housing costs on their income compared to owners. Nearly 3,000 Slidell households are paying rent and of these renters, 41.5% are paying between \$500 -

999 and 41% are paying between \$1,000 - \$1,499.

Table 3-2: Rental Housing Characteristics

Monthly Rent	Estimate	Percent
Less than \$500	128	4.3%
\$500 to \$999	1,223	41.5%
\$1,000 to \$1,499	1,209	41.0%
\$1,500 to \$1,999	343	11.6%
\$2,000 to \$2,499	36	1.2%
\$2,500 to \$2,999	8	0.3%
\$3,000 or more	0	0%
Occupied units paying rent	2,947	
Median gross rent	\$1,042	
No rent paid	138	
Gross Rent as a % of Income		
Under 30% of income on housing	41.4%	
Over 30% of income on housing	58.9%	

Source: US Bureau of the Census, 2019 ACS 5-year estimate

Housing cost burden is defined as households that pay more than 30% of their income on housing. Spending less than 30% of the household's income on housing expenses is considered "affordable". In Slidell, over half (58.9%) of renters are cost burdened. Not only are residents facing costs constraints, many lower-income and cost-burdened households live in aging and other less-desirable developments that have issues with housing conditions.

Regarding low-income housing programs, Slidell currently uses Low-Income Housing Tax Credits (LIHTC) and the Housing Choice Voucher Program (HCVP). There are 158 LIHTC units and 612 HCVP units located in Slidell. However, the HCVP waiting list is currently closed until further notice.

Housing for Special Populations:

The Slidell area has access to a wide range of supportive services available for the homeless and special needs persons and families. Many of these services are offered at low or no cost. In addition to housing assistance for special populations, other supportive services are also needed, including transportation, training for independent living, and home repairs. The number of homeless unsheltered individuals in Slidell at any one time is between 25 and 35 persons, and there are about 20 homeless persons sheltered in emergency housing per night. Extremely low-income seniors and persons with disabilities represent two groups that are at high risk of homelessness due to their fixed or limited income and additional needs.

Moreover, seniors have unique housing needs that include modifications for those who may have walking difficulty or difficulty climbing steps. The low to moderate-income seniors who are homeowners often need repair services to bring housing units up to code. The Housing Authority of the City of Slidell (HACS) is committed to providing safe, decent, sanitary housing to low-income families, the elderly, and people with disabilities. HACS manages two public housing sites. Multiple assisted living centers are located in the city.

Mix of Housing Types

Data collected prior to the housing moratorium reveals significant demand for housing units. Multifamily developments representing over 2,000 units reported occupancy in a 2020 study. Unit occupancy was 97% in apartment complexes with under

100-units, and about 98% in apartment complexes with 100 – 299 units.

According to the University of New Orleans Institute for Economic Development and Real Estate Research, a majority of new market rate multi-family developments are located in St. Tammany Parish, and interest in multi-family development is anticipated to continue to grow.

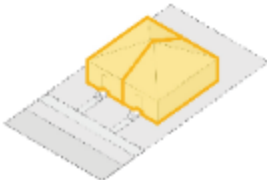
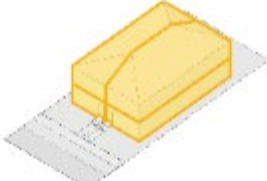
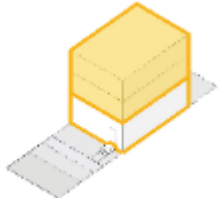
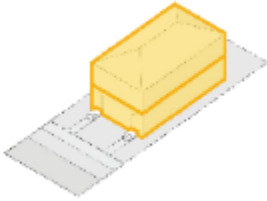
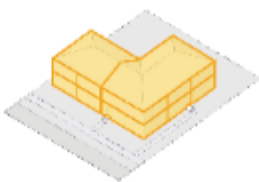
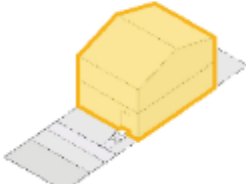
Missing Middle Housing

While much of the existing housing stock in Slidell (79.0%) is single family detached housing, multi-family housing exists at various scales all throughout the city, as shown in Figure 3-3. The condition of the existing housing stock is waning, while high demand continues for affordable housing options that are compatible with the surrounding neighborhoods.

WHAT IS THE MISSING MIDDLE?

“Missing middle housing” refers to housing types between a single-family dwelling and an apartment building such as duplex, triplex, or quad-plex. This type of housing helps develop infill housing within urban areas creating more inclusive neighborhoods. Even though these buildings have multiple units in a building, they never get larger than the scale of a house. Economic opportunities exist for small scale developers to become landlords and provide market based affordable housing.

Table 3-3: Missing Middle Housing Typologies

DUPLEX (SIDE BY SIDE)			<table><tr><td># of units</td><td>2</td></tr><tr><td>typical unit size</td><td>600-2,400 sq. ft.</td></tr><tr><td>net density</td><td>8-17 du/acre</td></tr><tr><td>gross density</td><td>6-13 du/acre</td></tr></table>	# of units	2	typical unit size	600-2,400 sq. ft.	net density	8-17 du/acre	gross density	6-13 du/acre
# of units	2										
typical unit size	600-2,400 sq. ft.										
net density	8-17 du/acre										
gross density	6-13 du/acre										
FOUR PLEX (STACKED)			<table><tr><td># of units</td><td>4</td></tr><tr><td>typical unit size</td><td>500-1,200 sq. ft.</td></tr><tr><td>net density</td><td>18-29 du/acre</td></tr><tr><td>gross density</td><td>14-22 du/acre</td></tr></table>	# of units	4	typical unit size	500-1,200 sq. ft.	net density	18-29 du/acre	gross density	14-22 du/acre
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LIVE-WORK			<table><tr><td># of units</td><td>V</td></tr><tr><td>typical unit size</td><td>1,000-3,000 sq. ft.</td></tr><tr><td>net density</td><td>14-29 du/acre</td></tr><tr><td>gross density</td><td>11-20 du/acre</td></tr></table>	# of units	V	typical unit size	1,000-3,000 sq. ft.	net density	14-29 du/acre	gross density	11-20 du/acre
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TOWNHOUSE			<table><tr><td># of units</td><td>1</td></tr><tr><td>typical unit size</td><td>1,000-3,000 sq. ft.</td></tr><tr><td>net density</td><td>11-25 du/acre</td></tr><tr><td>gross density</td><td>10-22 du/acre</td></tr></table>	# of units	1	typical unit size	1,000-3,000 sq. ft.	net density	11-25 du/acre	gross density	10-22 du/acre
# of units	1										
typical unit size	1,000-3,000 sq. ft.										
net density	11-25 du/acre										
gross density	10-22 du/acre										

Source: Parolek, Daniel, *Missing Middle Housing*, 2020.

HOUSING GOALS

THE GUIDING PRINCIPLE FOR THE HOUSING ELEMENT IS TO ACCOMMODATE RESIDENTIAL NEEDS FOR WORKERS AND FAMILIES

Goal: Increase opportunities for “live-work” and mixed-use development that allows for smaller-scale, walkable neighborhoods. (Goal H-1)

Strategy: Allow compatible mix of residential and non-residential uses that enable people to safely walk or bike between residences, shops, workplaces, schools, and parks. (Strategy H-1-1)

Strategy: Ensure compatible land use transitions through the application of development standards addressing buffers, site design, building design and intensity. (Strategy H-1-2)

Strategy: Provide a mix of housing options that attract young families and young professionals seeking a safe but active and connected community. (Strategy H-1-3)

Goal: Increase access to affordable homeownership. (Goal H-2)

Strategy: Support credit counseling and homeownership education. (Strategy H-2-1)

Strategy: Use public land and adjudicated properties as an in-kind subsidy for affordable development in areas with access to jobs and services. (Strategy H-2-2)

Strategy: Provide additional temporary and permanent shelter for homeless residents of Slidell. (Strategy H-2-3)

Strategy: Expand opportunities for accessory dwellings in single-family neighborhoods in proximity to schools, services, and employment opportunities. (Strategy H-2-4)

Goal: Ensure that renters and homeowners have access to a safe and healthy housing (Goal H-3)

Strategy: Continue to actively enforce Slidell’s Property Maintenance Code and respond to calls from renters about housing quality issues that their landlords refuse to correct. (Strategy H-3-1)

Goal: Increase climate-resilient housing stock. (Goal H-4)

Strategy: Mitigate and prevent environmental issues that disproportionately affect affordable housing development in Slidell. (Strategy H-4-1)

Strategy: Evaluate the environmental constraints that create challenges with developing market based and subsidized affordable housing. (Strategy H-4-2)

Strategy: Improve regulations so designs and specifications for new homes incorporate resilient elements, such as residential-scale green infrastructure and energy efficient windows. (Strategy H-4-3)

Strategy: Provide incentives for incorporating green infrastructure beyond requirements. (Strategy H-4-4)

Goal : Preserve the city’s tree canopy. (Goal H-5)

Strategy: Limit tree removals by enforcing the tree removal permit process and requiring appropriate landscaping for new development and redevelopment sites. (Strategy H-5-1)

Strategy: Encourage tree plantings through programs such as Keep Slidell Beautiful tree giveaways. (Strategy H-5-2)

Goal : Accommodate housing needs of aging, people with disabilities, and low-income populations. (Goal H-6)

Strategy: Increase low to moderate affordable housing availability in Slidell by working with developers to create effective new incentives and increase access to financing mechanisms. (Strategy H-6-1)

CHAPTER 4:



TRANSPORTATION

The Transportation Chapter provides an overview of the existing Transportation System, describes community identified needs for creating a more walkable, more bikeable Slidell, and provides goals to create a balanced system that provides alternatives to exclusive vehicular travel.

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TRAVEL CHARACTERISTICS

Slidell, like much of the Northshore, is an auto-oriented city where most workers commute by car, truck, or van. More than 98% of households have one or more vehicles available and commutes average more than 26 minutes (Table 4-1).

Inflow/Outflow

According to 2018 Census data, around 9,500 people commute out of the city for work (80% of employed residents) while nearly 14,000 commute into Slidell for work. The commuters into Slidell fill 85% of the jobs located within the city limits (2018 U.S. Census Bureau, LEHD, On the Map).

Travel Mode

More than 90% of workers living in Slidell travel to their job by automobile. The vast majority of those drive alone, while carpoolers make up less than 10% of the total mode share of Slidell workers. Transit, walking, bicycling, and other means of transportation combined only make up less than 3% of commuters while close to 5% reported working from home.

Travel Time

Of workers who did not work from home, around 19% commuted less than 10 minutes while over half commuted less than 30 minutes. The average travel time to work is around 26 minutes. Only about 10% of workers commuted an hour or more.

Vehicles Availability

Slidell has a very low percentage (1.4%) of workers who live in a household with no vehicle available. Over 75% have 2 or more vehicles available in their household.

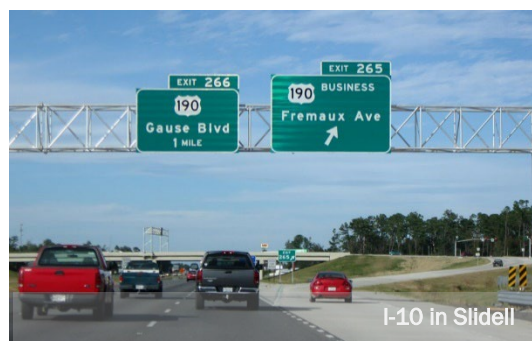


Table 4-1: Travel Characteristics (2019)

Workers 16 years and over	11,872
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	92.5%
Drove alone	83.9%
Carpooled	8.6%
Public transportation, Walk, Bike, Taxi, Motorcycle, or other means	2.70%
Worked from home	4.6%
Workers 16 years and over who did not work from home	11,326
TRAVEL TIME TO WORK	
Less than 10 minutes	19.0%
10 to 29 minutes	37.6%
30 to 59 minutes	33.2%
60 or more minutes	10.3%
Mean travel time to work (minutes)	26.2
VEHICLES AVAILABLE	
Workers 16 years and over in households	11,862
No vehicle available	1.4%
1 vehicle available	23.5%
2 or more vehicles available	75.1%

Source: U.S. Census Bureau, 2019 ACS 5-Year Estimates

ROAD NETWORK

Regional Highway System

Slidell is at the intersection of three Interstate Highways: I-10, I-12, and I-59 (see Figure 4-1). The I-10 Twin Span Bridge connects Slidell to the City of New Orleans to the south while the Mississippi Gulf Coast lies to the east on I-10. I-12 runs west from Slidell directly to the state capital of Baton Rouge. In addition to being the eastern terminus of I-12, Slidell is the southern end of I-59, which runs north through Mississippi and Alabama into Tennessee. Other US and State highways through Slidell include US 11, US 190, US 190 Business, LA 433, and LA 1091.

Functional Classification

Roadways are classified based on their functions and characteristics (traffic volume, posted speed limit, etc.). Principal arterials serve as the primary corridors of a city. The principal east-west arterials in Slidell are US 190 (Gause Boulevard) and US 190 Business (Fremaux Avenue) (see Figure 4-1). The principal north-south arterials are Northshore Boulevard and US 11 (Front Street). Minor arterials serve the same function though the corridors have lower traffic volumes and speed. Collector roads provide access from commercial areas to residential neighborhoods and other destinations, moving traffic from arterials to local streets. It is key to work with the Louisiana Department of Transportation and Development (LA DOTD) to ensure proper design improvements can be made along key arterials designated as highways.

Programmed Projects

The New Orleans Regional Planning Commission (RPC) updated its St. Tammany Metropolitan Transportation Plan (MTP) in December 2018 for FY 2019-2048 and is revised every five years to account for new projects, with priorities broken down into three tiers. Tier I projects are expected to begin construction within the next four years, also known as the Transportation Improvement Program (TIP). The TIP is a cooperative effort led by the RPC but involves many stakeholders, including LA DOTD, local governments, transit agencies, and the public. There are several projects contained in the most recent TIP that are located in the City of Slidell, ranging from pavement rehabs and sidewalk improvements to streetscaping projects on Summit Boulevard and in Olde Towne Slidell.

Tier II projects are in the planning phase but awaiting funding. Some Tier II projects for Slidell identified in the TIP include implementing roundabouts on US 190 W, bike and pedestrian crossings on US 11 and US 190, and a shared use path on Spartan Drive.

Tier III projects are long-range goals that require more complex planning and/or increased funding.

Traffic Volume and Capacity

LA DOTD collects traffic data around the state with many sites located in and around the Slidell area. Unsurprisingly, interstate highways show the highest volumes of traffic around Slidell, though I-59 has less traffic than I-10 and I-12. Aside from interstates, US 190 (Gause Boulevard) carries the most traffic through the city.

RAIL TRANSPORT

A Norfolk Southern rail line parallels US 11 in Slidell. Norfolk Southern Railway provides a 21,000-mile network linking the Southeast with the Midwest and Northeast. In addition to being a critical freight line, Norfolk Southern's rails through Slidell carry Amtrak's *Crescent* route, which provides passenger rail service daily from New Orleans to New York, with many stops in between. The Amtrak station in Slidell is located in the city-owned historic train depot on Front Street in Olde Towne. It was renovated in the 1990s to include a waiting room and commercial space. In 1996, the train depot was added to the National Register of Historic Places.

WATER TRANSPORT

The City of Slidell lies near Lake Pontchartrain and, by extension of the Rigolets and Lake Borgne, the Gulf of Mexico. Bayou Bonfouca connects the lake to Slidell and forms some of the city's southwestern border. The Port of Slidell is located on the bayou, just downstream from the Bayou Bonfouca Bridge where LA 433 (Bayou Liberty Road) crosses the bayou. The port describes itself as an intermodal Marine Business and Industrial Park / Shipyard that serves as a "centrally located waterfront base of operations" for the Gulf South.

Chapter 4: Transportation

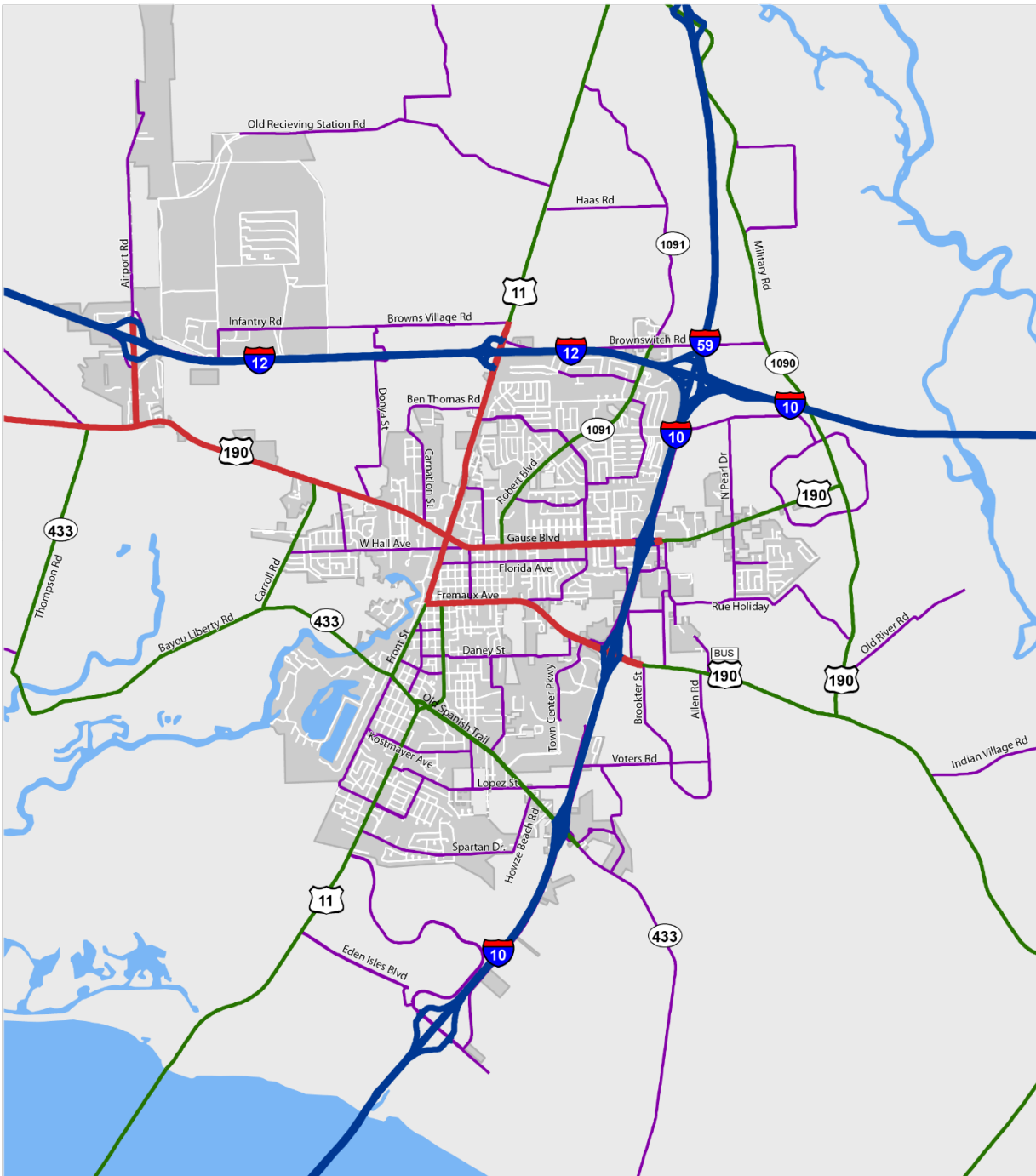
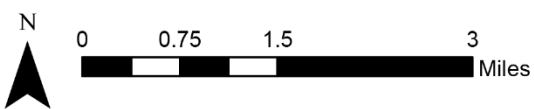


Figure 4-1: Functional Classification



Source: LADOTD, 2021

1 in = 1.25 miles

Legend

Functional Class

- Interstates
- Principal Arterials
- Minor Arterials

- Collectors
- Local Roads

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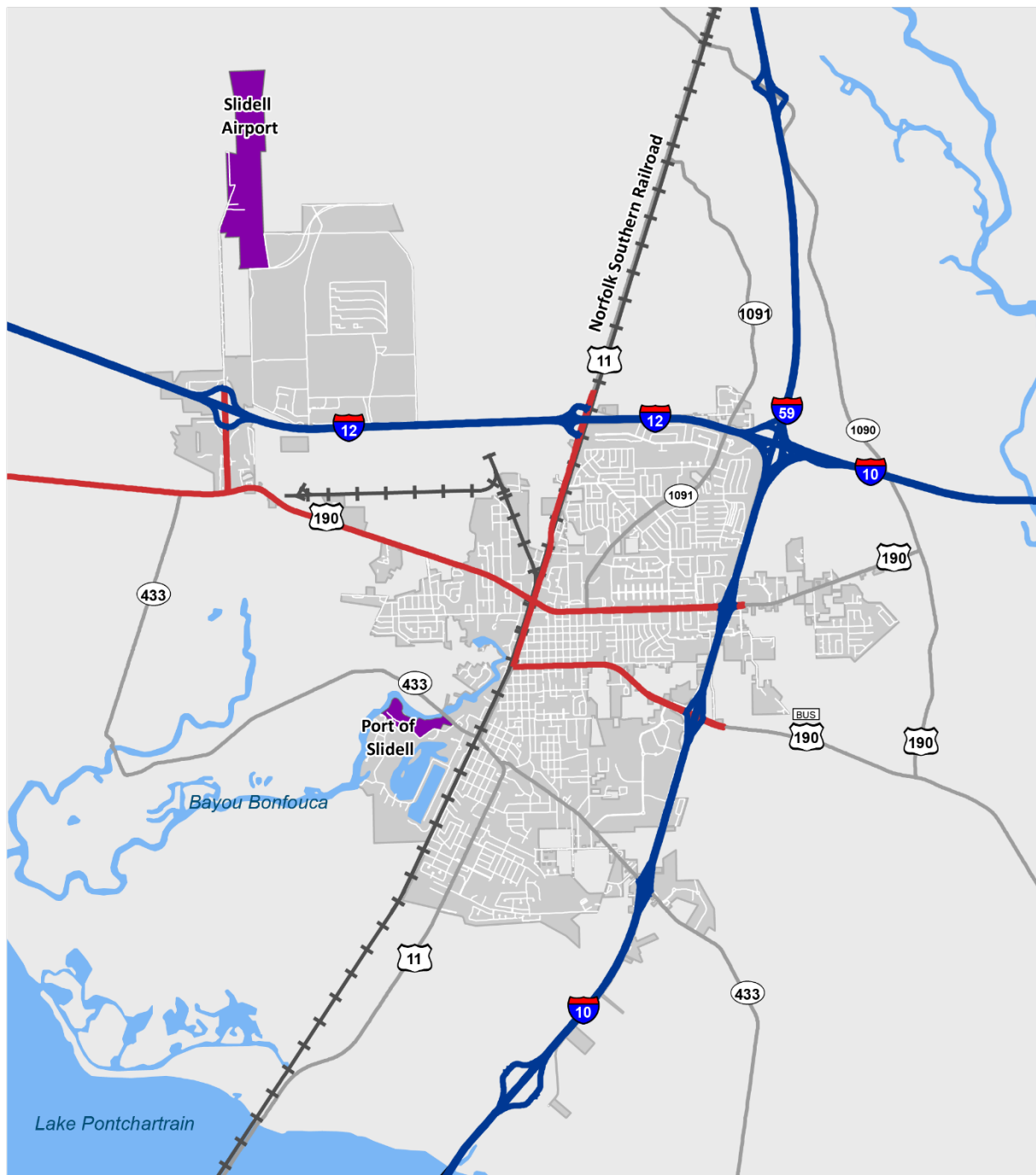
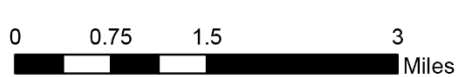
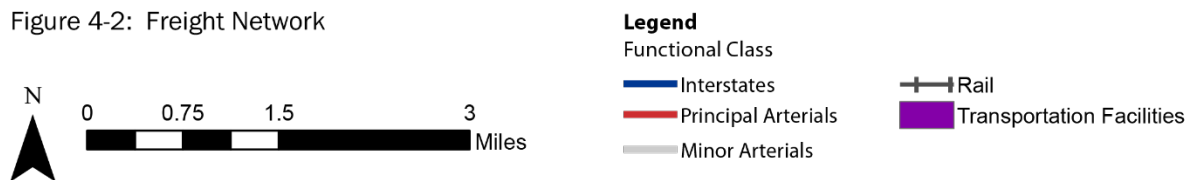


Figure 4-2: Freight Network



Source: NORPC, 2021

1 in = 1.27 miles

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Chapter 4: Transportation

It offers water-based amenities and services such as marine heavy construction, a 350' dry dock, side launch platforms, seaplane dock, tugboat services, and barge/vessel towing, docking, mooring, and storage, not to mention welcoming filmmakers to its unique waterfront location (famous for a scene in the 1973 James Bond film *Live and Let Die*).

In addition to its waterfront location and access to the Gulf of Mexico, the port is in close proximity to the Norfolk Southern rail line, the Slidell Airport, and the convergence of three interstate highways. The port is positioned as a commercial crossroads between Houston, TX and Jacksonville, FL on the I-10 corridor as well as between Jackson, MS to the north on I-59 and nearby New Orleans to the south.



AIR TRANSPORT

The nearest major airport is Louis Armstrong New Orleans International Airport (MSY), about 44 miles from Slidell. The Gulfport-Biloxi International Airport (GPT) is also nearby, only around 48 miles away. Other larger airports in the region are located in Hattiesburg, MS (PIB), Baton Rouge, LA (BTR), and Mobile, AL (MOB).

The Slidell Airport (ASD) occupies around 350 acres in the northwest quadrant of the city. It is a public facility that leases property to corporate tenants and provides space for private flights and recreational aviation activities.

Some tenants include the National Weather Service Station, Cloud Chasers Skydiving, and the St. Tammany Parish Mosquito Abatement District #2 Flying Operations. An Airport Master Plan was completed in April 2019 and includes a detailed plan for future commercial and industrial growth and development.

TRANSIT

The City of Slidell does not have a fixed-route transit system. St. Tammany Area Transportation (STAR Transit) operates a demand-response, curb-to-curb service open to all residents of the Parish on a first-come, first-served basis by call-in reservation.

Park-and-Ride Lots

STAR Transit promotes parish-designated park-and-ride lots as transfer points for commuters and carpoolers. Three of St. Tammany Parish's nine park-and-ride lots are located in the Slidell area (Figure 4-3). The Carollo Trailhead Park-and-Ride on Gause Boulevard doubles as the parking lot for the eastern trailhead to the Tammany Trace bike path.

Traffic Calming

Traffic calming infrastructure and design such as roundabouts, speed bumps, and bump-outs can be implemented to curb speeding in areas where excessive speed is hazardous. Some of these techniques can be particularly beneficial in areas where pedestrians need to cross busy roads. Traffic calming to discourage speeding and neighborhood cut-through traffic has been identified in past planning efforts as a need.



ACTIVE TRANSPORTATION

Bicycle Facilities

Bicycling infrastructure is limited and disconnected across the city, though the Tammany Trace, a 31-mile multi-use path across St. Tammany Parish, provides a starting point to build upon. While the park-and-ride on Gause Boulevard just outside of Slidell serves as the main trailhead for the city, an extension of the trail will soon connect to Olde Towne by continuing on the existing rail right-of-way and a designated path along local streets to reach Heritage Park (See Figure 4-3).

Building a bicycle network out from this point would provide the greatest accessibility for Slidell as well as connectivity to other cities in the parish, including downtown Mandeville and Covington.

The City of Slidell's existing Bicycle Master Plan (2014) consists of three, interconnected loop routes with four connector routes to outlying destinations and neighborhoods. Future updates should explore a more integrated approach using the existing road network as well as existing rights-of-way such as bayous and canals to build off-street greenways that link neighborhoods across the city (See Figure 4-3).

Sidewalks

Sidewalks are intermittent across the city. The Slidell Tomorrow 20-year master plan from 2009 identified sidewalks as a top priority, recommending replacing all open ditches with sidewalks. Some major roads have stretches with sidewalks on one side or the other, while others do not. Some subdivisions have sidewalks lining all roads while others have none. Currently, the City of Slidell's subdivision regulations require sidewalks to be constructed, with some exceptions.

A complete sidewalk inventory is needed to fully assess and prioritize pedestrian connectivity improvements. A more complete sidewalk network exists in Olde Towne, but

VOICES FROM THE COMMUNITY

"Walking and biking paths around town. Paved or other hard surface paths at least 8 feet wide around the retention ponds around town where feasible. Install 8 feet wide paved walking/biking paths along neighborhood thoroughfares."

sufficient crosswalks are lacking, particularly on Front Street to connect to Heritage Park.

High traffic volume, speed of traffic, the rail crossing and a lack of walking and biking facilities at this, and other intersections is a major barrier people on foot or bikes.



TRANSPORTATION VISION

Figure 4-3, next page, is a conceptual visualization of many of the problems, projects, and ideas that were articulated by members of the public and steering committee throughout the Comprehensive Planning process. Further assessment of these concepts through a Master Transportation Plan and Bicycle (and Pedestrian) Plan Update would help determine feasibility and identify available resources for priority projects.

Chapter 4: Transportation

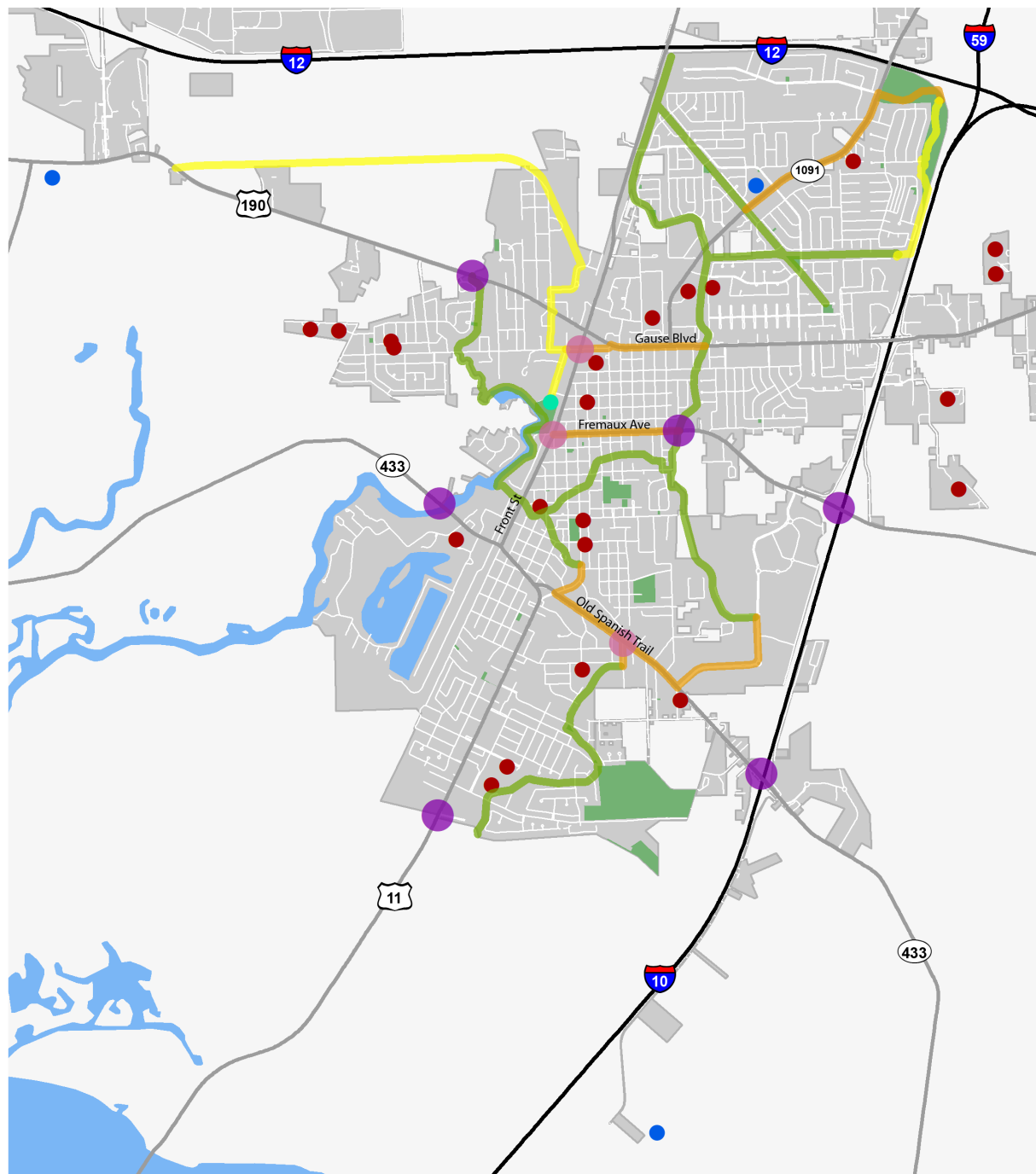
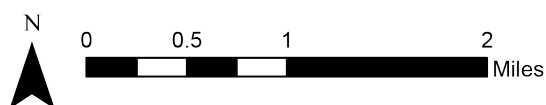


Figure 4-3: Vision for Transportation Improvements



Source: BKL, 2022

1 in = 0.8 miles

Legend

- Existing/Planned Bikeway
- Priority Complete Street
- Potential Greenway
- Parks
- City Limits
- Recommended Gateway
- Recommended Intersectic Improvement
- Schools
- Park and Ride
- Amtrak

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TRANSPORTATION GOALS

THE GUIDING PRINCIPLE OF THE TRANSPORTATION ELEMENT IS TO IMPROVE SAFETY, CONNECTIVITY, AND ACCESSIBILITY

Goal: Improve walkability and bikeability on major arterials through coordination with LA DOTD and NORPC. Improvements to roads and planned land uses should be coordinated. (Goal T-1)

Strategy: Through ongoing coordination with LA DOTD, ensure that major arterials are accessible to bicycles and pedestrians in the core of the city. (Strategy T-1-1)

Strategy: Focus capital improvements on bicycle and pedestrian infrastructure expansion, and on congestion management. (Strategy T-1-2)

Goal: Ensure that new development and redevelopment projects are located and designed to safely accommodate projected mobility needs. (Goal T-2)

Strategy: Land development regulations should prioritize the creation of accessible communities with a connected street grid. Smaller-scale, walkable commercial developments that are connected to residential neighborhoods are more adaptable to market trends and have evolved over time to provide what residents need. (Strategy T-2-1)

Goal: Ensure streets in Slidell are planned, designed, and operated for the safety and mobility of all users, including motorists, transit riders, bicyclists, and pedestrians. (Goal T-3)

Strategy: Adopt a Complete Streets policy and develop design standards for future street improvements. (Strategy T-3-1)

Strategy: Sidewalk ramps and other improvements should conform to ADA standards to ensure accessibility for all people. (Strategy T-3-2)

Goal: Enhance access from residences to parks, schools and nearby commercial areas via an expanded sidewalk network and bikeways. (Goal T-4)

Strategy: Implement a citywide sidewalk program to begin to address the spotty and disconnected nature of the pedestrian infrastructure. (Strategy T-4-1)

Goal: Plan and implement a connected network of bicycle and walking facilities using the city's parks, green spaces, bayous, and trails. (Goal T-5)

Strategy: Update the Bicycle Master Plan to account for improvements since its creation, and to include pedestrians. (Strategy T-5-1)

Strategy: Create a Master Plan for a robust greenway network using existing bayous and canals as right-of-way for bike and pedestrian paths, particular in and around Olde Towne using Bayou Pattasat. (Strategy T-5-2)

Strategy: Work with partner organizations to support bicycle and pedestrian improvements with educational, encouragement, and promotional activities. (Strategy T-5-3)

Goal: Ensure the road network can meet the future needs of users and future projects are used as opportunity to create a modern and evolving sense of place. (Goal T-6)

Strategy: Create a Transportation Master Plan that evaluates the capacity and condition of the street network, updates traffic calming and traffic impact policies and identifies high risk intersections and corridors to seek targeting countermeasure funding. (Strategy T-6-1)

Strategy: Create a sense of place through streetscaping and gateway improvements on major thoroughfares and focal points throughout the city. (Strategy T-6-2)

Strategy: Prepare for shifts in transportation technology, including electric vehicles and autonomous vehicles. (Strategy T-6-3)

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CHAPTER 5:



ECONOMIC DEVELOPMENT

The Economic Development Chapter provides an overview of Slidell’s current economic outlook and outlines the strengths of Slidell including education and strategic location. This Chapter considers future economic growth with goals to capitalize upon the city’s assets.

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INTRODUCTION

The economic development strategy for the City of Slidell is to focus on its assets – including a well-educated science, technology, engineering, and mathematics (STEM) based workforce, and its locational advantage to stimulate private investment and foster growth for existing businesses through partnerships with the private sector and non-profit organizations.

EDUCATION

Slidell residents have several options for quality public education, with public high schools consistently ranking above the State average. All St. Tammany Parish High Schools have a performance score of C or higher, making it one of the top districts in the state of Louisiana. The score is an indicator of graduation rates and how well schools are preparing students for college and a career.

For the 2018-2019 school year, Slidell's three public high schools scored as follows:

- Northshore High School - A
- Slidell High School - B
- Salmen High School - C

There are four religious-affiliated, nonpublic schools available to city residents—First Baptist Christian School, Harvest Christian Academy, Pope John Paul II Catholic High School, and Lakeside Christian Academy. Several higher education and technical training institutions are located in and around Slidell. These include Delta College in Slidell and Northshore Technical Community College in Lacombe, LA. 25.1% of adult Slidell residents have a bachelor's degree or higher level of education, lower than St. Tammany Parish (33.8%) but higher than the State of Louisiana (24.1%).

EMPLOYMENT

Educational attainment and wages are often highly correlated, and Slidell is no different. Similar to the number of Slidell residents with college degrees, the median earnings for Slidell residents are slightly higher than those of the average Louisianan. Median individual earnings in Slidell are \$32,372 while the median for the rest of the state is \$31,549.

According to data from United States Bureau of Labor and Statistics (USBLS), the largest sector of occupations for Slidell residents is educational services, health care, and social assistance at just over 30% (see Table 5-1). Another nearly 25% work in the entertainment and food service or retail industries. These top three sectors account for over half the jobs in Slidell.

The top two employers in Slidell are hospitals, Ochsner Medical Center-Northshore (1,359) and Slidell Memorial Hospital (959). Slidell is also the global headquarters for automotive manufacturer and military contractor Textron Marine & Land Systems (901)². The City of Slidell itself is another major employer with 316 public employees as of July 2021.³



² Source: ReferenceUSA, 2018, St. Tammany Parish Top Employers

³ City of Slidell

Table 5-1: Estimated Employees by Industry, 2017

Industry	Estimated Employees	
Total:	12,258	
Educational services, and health care and social assistance	3,698	30.2%
Arts, entertainment, and recreation, and accommodation and food services	1,525	12.4%
Retail trade	1,495	12.2%
Construction	1,324	10.8%
Professional, scientific, and management, and administrative and waste management services	985	8.0%
Manufacturing	762	6.2%
Other services, except public administration	636	5.2%
Finance and insurance, and real estate and rental and leasing	565	4.6%
Transportation and warehousing, and utilities	524	4.3%
Public administration	339	2.8%
Wholesale trade	294	2.4%
Information	65	0.5%
Agriculture, forestry, fishing and hunting, and mining	46	0.4%

Source: United States Bureau of Labor and Statistics (USBLS)

REVENUES

The majority of the City's budget comes from sales and property taxes. The City of Slidell sales tax rate is 8.7%, inclusive of city and state taxes. This is lower than the nearby City of New Orleans, which has a rate of 9.45%. Furthermore, the sales tax sharing agreement with the Parish may be something which warrants reevaluation. As it currently stands, Slidell and the Parish share taxes at a 50-50 split for all newly annexed property, a stipulation put in place in the 1980s. At the time the agreement was put in place, the intention was for the City and Parish to also share taxes in a 50-50 split in a "Growth Management Area" outside the city limits as well, however that additional area was never legally defined. The City of Slidell shares no sales tax revenue or has influence in development regulations outside of its immediate boundaries as other municipalities in the Parish do, which is due to it never

receiving an official geographic designation. The City of Slidell has three economic development districts.

- Fremaux Economic Development District (adopted by Slidell City Council March 2008 – 0.5% tax rate)
- Camellia Square Economic Development District (adopted May 2013 – 1.0% tax rate)
- Northshore Square Economic Development District (adopted October 2014– 0.5% tax rate)

Annexation, Permitting, and Development

Slidell has an opportunity for growth in operating funds via voluntary property annexation within the unincorporated islands around the city as well as some other contiguous areas that may be able to be served easily and efficiently with municipal services. Additionally, businesses and industries interested in bringing their services to the Slidell area may be able to acquire land

Chapter 5: Economic Development

just outside of Slidell and be annexed at the time of development, allowing for use of municipal services while supporting the City operating budget.

The City of Slidell is an area that is often recommended for development by St. Tammany Corp. Under the current administration, processes for commercial permitting and development have been streamlined, making it easier to open a new business or campus in Slidell than in any other part of St. Tammany Parish⁴. Based on St. Tammany Corp's experience and developer feedback, the City of Slidell has space to develop, both as infill within the existing city limits and through the process of annexation.

ECONOMIC GROWTH

Tax Incentives

There are several programs that incentivize private development through tax credits. New Market Tax Credits (NMTCs) and Qualified Opportunity Zones (OZ) are both federal tax incentive programs for investment in low-income communities and distressed areas, but the programs operate differently. Similarly, census tracts that qualify for these programs are designated by the federal government with input from the states, and Slidell contains areas for each (see Figure 5-1). Another tax credit program, called the Enterprise Zone Tax Credit (EZ), is a jobs incentive program for residents that live in a designated EZ.

Economic Development Organizations

There are several organizations committed to the economic growth and opportunities of the City of Slidell, St. Tammany Parish, and the entire New Orleans Metro area, as shown in Table 5-2. Depending on the focus and location of each organization, priorities may differ slightly, but the targets align. These organizations seek to attract business and employment opportunities for area residents, as well as retain the businesses and services

currently in situ. These goals are achieved through promotion of quality educational opportunities, lobbying for a fair tax structure, and encouraging growth of infrastructure and attention to the quality of the environment.

St. Tammany Corporation predicts a 6% population and job growth rate in East St. Tammany Parish over the next decade, more than twice the national growth rate. Furthermore, their *Thrive 2023* report outlines many initiatives the City can implement, including a recommendation of industries to target for employment. The THRIVE 2023: St. Tammany 5-year Economic Development Strategic Plan is an economic development initiative by St. Tammany Corp. and entails the launch of a proactive marketing and communications plan, coordinating a workforce development assessment and gap analysis, performing an evaluation of the entrepreneurial ecosystem in St. Tammany, and facilitating an educational economic development summit.

Table 5-2: Economic Development Organizations

Organization	Area Covered
St. Tammany Corporation	St. Tammany Parish
The St. Tammany Economic Development Foundation	St. Tammany Parish
North Shore Business Council	St. Tammany, Tangipahoa, and Washington parishes
Greater New Orleans, Inc.	Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. James, St. John the Baptist, St. Tammany, Tangipahoa, and Washington parishes
New Orleans Regional Planning Commission	Jefferson, Orleans, Plaquemines, St. Charles, St. Bernard, St. John the Baptist, St. Tammany, and Tangipahoa

Source: BKI, 2021

⁴ St. Tammany Corporation

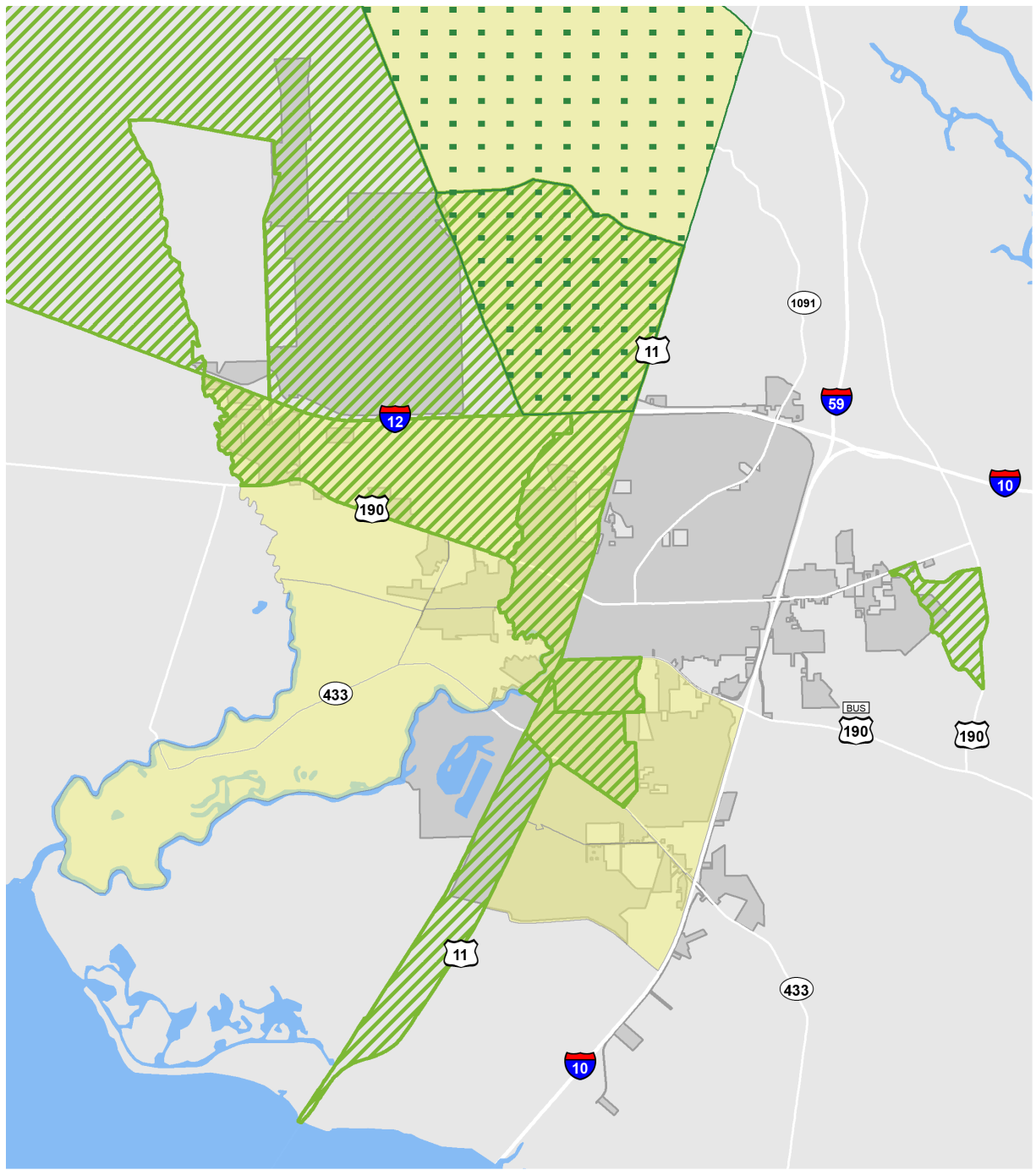
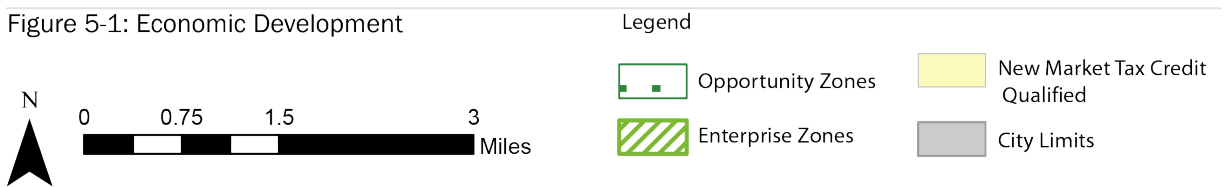


Figure 5-1: Economic Development



Source: Louisiana Economic Development (LED)

1 in = 1.25 miles

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STRATEGIC LOCATION

Slidell is the largest city, by population and geographic area, in St. Tammany Parish. The city is uniquely seated at a heavily trafficked crossroads between Interstates 10, 12, and 59 with significant rail, water, and air transport all in proximity. The city is located approximately 30 minutes from New Orleans and less than an hour from the Mississippi Gulf Coast. A Norfolk Southern rail line transects Slidell between New Orleans and Picayune, MS, paralleling US Highway 11 through the city. The Port of Slidell's waterfront location on Bayou Bonfouca provides access to the Gulf of Mexico via Lake Pontchartrain. While the nearest major airport is in nearby New Orleans, the Slidell Airport (ASD) does provide 33 hangars and additional ground space for lease to corporate tenants. This location makes the city ideal for distribution industries, as a large part of the Gulf South is easily accessible.

Freight Transportation

Freight transportation was identified by St. Tammany Corp.'s *Thrive 2023* report as an industry to target employment in the Parish. The City of Slidell specifically is currently receiving a lot of interest from companies looking for distribution and warehousing sites. In March 2021, it was announced that an Amazon distribution center would open in Slidell in 2022. The warehouse and delivery station will be located at 1914 Town Center Parkway, just south of the Fremaux Town Center shopping and apartments. The facility is expected to create hundreds of jobs paying a starting wage of \$15 per hour and will increase the speed and efficiency of Amazon deliveries in the greater St. Tammany Parish area. According to St. Tammany Corporation, warehousing/distribution and transportation are two of the fastest growing industries in the Parish, along with Healthcare and Hospitality/Tourism.

Tourism

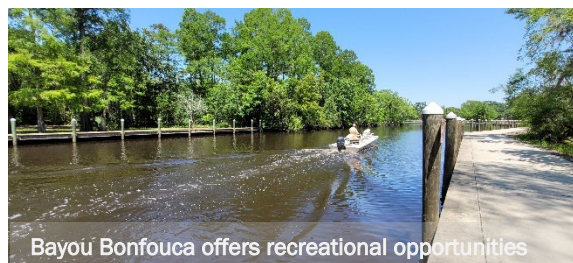
Slidell's location is a crossroads of the Gulf Coast, which provides an opportunity to capitalize on daytrip and overnight tourism. Additionally, Amtrak provides daily service

VOICES FROM THE COMMUNITY

"We need more entertainment options for adults and children that would appeal to visitors as well. We have a prime location to thru traffic for people traveling; make Slidell a desirable destination for them to stop for the night."

between Slidell and New Orleans, which could offer an avenue to entice New Orleans tourists to explore many of the outdoor recreational opportunities that the Northshore offers. Lake Pontchartrain provides marine and fishery activities as well as many wildlife refuges along its shores. Other waterways with recreational potential extend into the city, including Bayou Bonfouca and Bayou Liberty. In addition, the Slidell area is home to Camp Salmen Nature Park— a 130-acre reserve just outside of the city limits— as well as the Tammany Trace bike path. For those who enjoy nature hikes and other family-friendly recreational activities, three Louisiana state parks (Fountainbleu, Bogue Chitto, and Tickfaw) are all within about an hour's drive. Promoting outdoor recreation and eco-tourism in the area can bring visitors to Slidell for the day, and fostering a lively, historic downtown can keep them in town for the night. Not all tourists are looking for the full New Orleans experience.

Many visitors may just be passing through the region while others may be business travelers looking for a quiet room and something to do in their spare time while commuting to major facilities nearby such as the John C. Stennis Space Center in Mississippi or the NASA Michoud Assembly Facility in New Orleans East.



Bayou Bonfouca offers recreational opportunities

History of Science and Technology

Slidell is a city rich with a history and connection to the aerospace industry. Though Slidell's involvement in the aerospace may have peaked, Stennis and Michoud are still operating nearby. Slidell can build an identity around this history while also broadening the scope of Slidell's science and technology ambitions. There may be opportunities to combine core capacities of the science and technology sector with the growing transportation and logistics industry in Slidell. Furthermore, fostering a connection between these industries and local schools can grow STEM-related employment and educational opportunities for the next generation.

Geographic challenges

As is often the case, great opportunities come with great challenges, and Slidell's location can often put it in harm's way. The City of Slidell is working to make the geographic nature of the area more attractive to future business development by adopting the St.

Tammany Parish Hazard Mitigation Plan (updated 2019) inclusive of ongoing local, state, and federal projects to develop stronger flood protections and wastewater management. In addition, "Slidell has a Flood-Hazard Prevention ordinance that meets NFIP standards. A permit is required for any development, including new construction, substantial improvements, demolitions, and excavations."⁵

Approximately 55% of Slidell is designated flood zone AE. AE flood zones are usually located in close proximity to floodplains, rivers, and lakes, though low-lying regions without large bodies of water may also be classified under this designation. Since these areas are prone to flooding, homeowners and developers with mortgages or other property loans from federally regulated lenders are required to purchase flood insurance through the NFIP. These flood insurance rates can be as high as \$10,000 per year and may impact rates of residential and commercial development.

⁵ <http://myslidell.com/planning/hazard-mitigation/>

ECONOMIC DEVELOPMENT GOALS

THE GUIDING PRINCIPLE OF THE ECONOMIC DEVELOPMENT ELEMENT IS TO FOCUS ON GEOGRAPHIC ASSETS AS PRIMARY STRENGTHS.

Goal: Capitalize on locational and transportation assets by promoting Slidell as a transportation and logistics hub. (Goal ED-1)

Strategy: Work with regional training programs and educational centers for recruitment of entrepreneurs and incentivize development of an entrepreneurship hub within the city. (Strategy ED-1-1)

Strategy: Implement initiatives from St. Tammany Corp.'s *Thrive 2023* report. Slidell has portions of the city which are eligible for state Enterprise Zone Tax Credit for new or existing businesses creating new jobs. (Strategy ED-1-2)

Goal: Increase Daytrip and overnight tourism opportunities by promoting outdoor recreation, eco-tourism, and a lively, historic downtown. (Goal ED-2)

Strategy: Work with Economic Development partners to bring businesses together to promote specials for dining, lodging, and entertainment. (Strategy ED-2-1)

Goal: Capitalize on Olde Towne's Main Street Accreditation. (Goal ED-3)

Strategy: Identify grant opportunities through the Main Street America organization. (Strategy ED-3-1)

Strategy: Continue to work with Olde Towne Slidell Main Street and other private and non-profit partners to organize and promote Olde Towne. (Strategy ED-3-2)

Strategy: Continue to work with Olde Towne Slidell Main Street to organize fundraisers to improve Olde Towne and support local art and farmer's markets in Olde Towne. (Strategy ED-3-3)

Strategy: Use City-owned property to provide incubator space for small business owners to encourage new local businesses. (Strategy ED-3-4)

Goal: Promote Slidell as a city rich in STEM-related employment and educational opportunities. (Goal ED-4)

Strategy: Lean into Slidell's history and connection to the aerospace industry and proximity to the Michoud and Stennis NASA facilities. (Strategy ED-4-1)

Strategy: Work with private entities to find beneficial ties between science/technology businesses and a growing transportation/logistics industry in Slidell. (Strategy ED-4-2)

Goal: Incentivize redevelopment of large underused and vacant spaces and encourage creative, commercial, educational, and light industrial reuse to match Slidell's new economy. (Goal ED-5)

Strategy: Use incentive grants and help businesses use them at federal/state levels. Portions of Slidell are eligible for the New Market Tax Credit Program, a program incentivizing economic growth using tax credits that attract private investment. (Strategy ED-5-1)

Goal: Maintain and expand facilities at the Slidell Airport (Goal ED-6)

Strategy: Implement the Slidell Airport Master Plan (Strategy ED-6-1)

CHAPTER 6:



NATURAL ENVIRONMENT

This Chapter provides an overview of Slidell's natural resources and provides goals to manage risks associated with the natural environment through sustainable infrastructure.

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ECOREGION AND GEOLOGY

The City of Slidell consists of two main U.S. Environmental Protection Agency (EPA) Level III Ecoregions. Although much of the land use of Slidell is urban and developed, understanding the underlying ecoregion characteristics can aid in open space preservation and habitat conservation.

Most of Slidell is within the **Southern Coastal Plain** ecoregion, **Gulf Coastal Flatwoods** subregion. The Gulf Coast Flatwoods is made up of nearly level terraces formed from historic alluvial deposits. The soils are mixed of poorly to moderately drained entisols, alfisols, and ultisols with silty and fine sandy loam surface layers.

The furthest south parcels of the city are part of the **Mississippi Alluvial Plain**, a riverine ecoregion extending from southern Illinois, at the confluence of the Ohio River with the Mississippi River, to the Gulf of Mexico. The sub-ecoregion present in Slidell associated with the Mississippi Alluvial Plain is the **Deltaic Coastal Marshes** and is dominated by brackish and saline marshes. When left undisturbed, these fringe wetlands act as a buffer by absorbing excess water, which helps moderate flooding and tidal inundation during storm events and should therefore be preserved to the extent possible going forward.

Most of the soils, approximately 80% within the Slidell area are sandy loam soils. Myatt fine sandy loam, 0-1 percent slopes (Mt), Myatt fine sandy loam, frequently flooded (My), and Stough fine sandy loam, 0-1 percent slopes (St) are the most common soil types. High organic, muck soils only occur in isolated areas along the southern boundary of Slidell and along Bayou Bonfouca. These soils are Allemands muck (AC) and Allemands muck, drained (Ad) and are associated with freshwater marshes on delta plains. The main component of these soils is herbaceous organic material over fluid clay alluvium, and

as mentioned above, when these areas are drained, the soil profile shrinks, which can cause the land area to subside. The high rate of erosion and loss of elevation make these soils not ideal for future development.

What is an Ecoregion?

Ecoregions denote areas of general similarity in ecosystems and in the type, quality, and quantity of environmental resources.

HYDROLOGY AND WATER RESOURCES

Slidell, located in the humid subtropical climate of North America and geographically situated near Lake Pontchartrain and the Gulf of Mexico, is no stranger to rain, storms, and flooding. Southeast Louisiana has relatively high rates of annual precipitation of approximately 64 inches a year from predominantly rain and hail.⁶

Wetlands

Wetlands are common in south Louisiana and are an important environmental resource. Development patterns in Slidell and the use of levees and land forming that took place as the city grew have concentrated most of the natural wetlands to outside of the city limits (see Figure 6-2). Estuarine and marine deepwater habitats can be found directly south of Slidell along Lake Pontchartrain with fringes of estuarine and emergent wetland along Bayou Bonfouca and associate to the Pearl River confluence with the Lake.



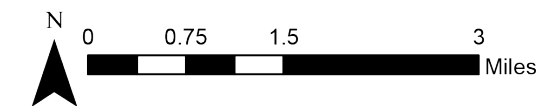
⁶ John M. Grymes III, "Precipitation Patterns Over the Bayou State," Louisiana Agriculture 54, no. 4 (Fall 2011): 26-27.



Figure 6-1: Eco Regions

Legend

- Mississippi Alluvial Plain
- Southern Coastal Plain
- Slidell City Boundary
- Water Bodies



Source: Louisiana GIS

1 in = 1.25 miles

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Chapter 6: Natural Environment

In the southeasternmost corner of the city limits is an area of freshwater forested/shrub wetland with a small component of freshwater emergent wetland. In addition, there are a few instances of freshwater forested/shrub wetlands along Bayou Bonfouca and associated tributaries that traverse the city. Constructed lakes and freshwater ponds can be found throughout the city limits. These water resources can be connected by trails linking the city and the natural environment as alternative modes of transportation and providing residents more access to recreational opportunities.

The Slidell area, within the greater Lake Pontchartrain drainage basin, drains into tributaries that flow to the lake. Throughout the city, there are constructed retention ponds that help mitigate mild to moderate rain events. The National Wetland Inventory have some of these labeled as lake or freshwater pond; thus, these areas may serve to help to manage stormwater and provide habitat. The City has drainage pump stations located on the southwest edge of the municipality. The northernmost station is on Bayou Bonfouca.

Watersheds

The city's watersheds all drain to Lake Pontchartrain, Lake Borgne, and eventually the Gulf of Mexico. Flooding occurs when there is more water than the drainage system can convey and is dependent on three factors: precipitation, conditions in the watershed, and conditions in the drainage channels. Watershed conditions can affect flooding; for example, smaller watersheds can flood more quickly than large ones, but larger watersheds can experience longer effects of flooding. In addition, the slope of land and type of ground cover also affects flooding. Slidell is relatively flat and is rapidly developing, thus the city experiences three types of flooding: long-lasting flooding from large rivers, flash

flooding when stormwater runoff overloads the local drainage system, and storm surge. Slidell is so close to the Gulf, there is not enough land for the winds and corresponding storm surge to dissipate the stronger tropical storms and hurricanes. In August 2005 when Hurricane Katrina made landfall, the area experienced a storm surge of between 13-16 feet. The extent of storm surge reached over half the land area of Slidell. Along the western edge of the municipality, the storm surge traveled further inland through Bayou Bonfouca and other connected waterways.

In addition to surface water resources, southeastern Louisiana has groundwater and aquifer resources that are used for public and domestic use, mainly coming from the Chicot, Evangeline, and Jasper equivalent aquifer systems, which is part of the larger Southern Hills regional aquifer system. Almost all of the water use comes from groundwater, with less than 1% withdrawn from surface water sources.⁷ Public supplies account for approximately 70% of water withdrawn with 28% for domestic use.⁸ Slidell maintains 21 public water wells with centralized water lines servicing most residents, businesses, and industry in the municipality. Surface water quality is discussed more in the Environmental Contamination section of this report.

PROTECTED LANDS

The City of Slidell is surrounded by protected lands and preserves including: The Pearl River Wildlife Management Area, managed by the Louisiana Department of Wildlife & Fisheries; the Big Branch Marsh National Wildlife Refuge, managed by the United States Fish & Wildlife Service; the St. Tammany Wildlife and State Game Refuges, managed by St. Tammany Parish; and Camp Salmen Nature Park, managed by St. Tammany Parish. (See Figure 6-3)

⁷ Sargent, B.P., 2007, Water use in Louisiana, 2005: Louisiana Department of Transportation and Development Water Resources Special Report no. 16, 133 p.

⁸ Jason M. Griffith., "Water Resources of St. Tammany Parish Fact Sheet 2009-3064," U.S. Geological Survey, in cooperation with the Louisiana Department of Transportation and Development, version 1.3 (2017), p. 1.

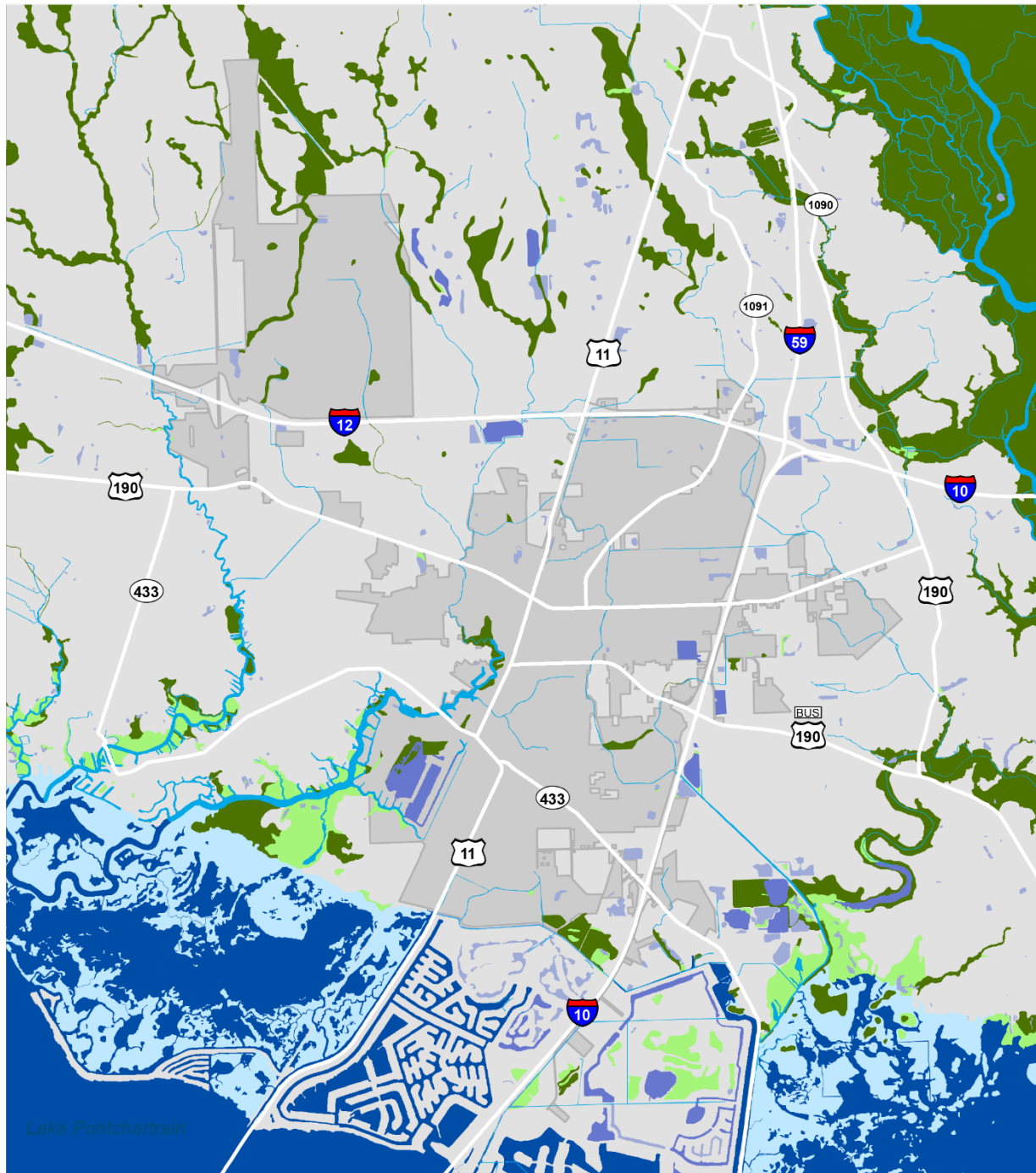
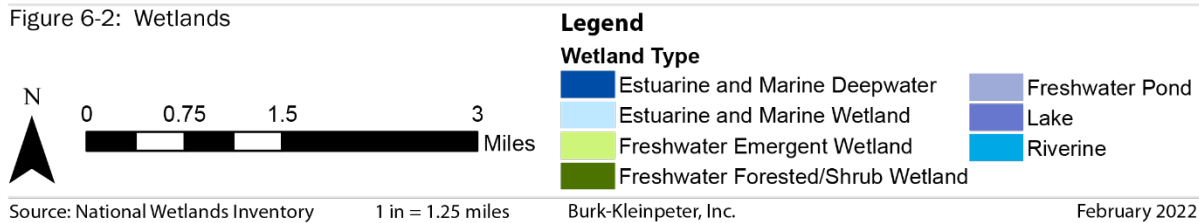


Figure 6-2: Wetlands



Chapter 6:
Natural Environment

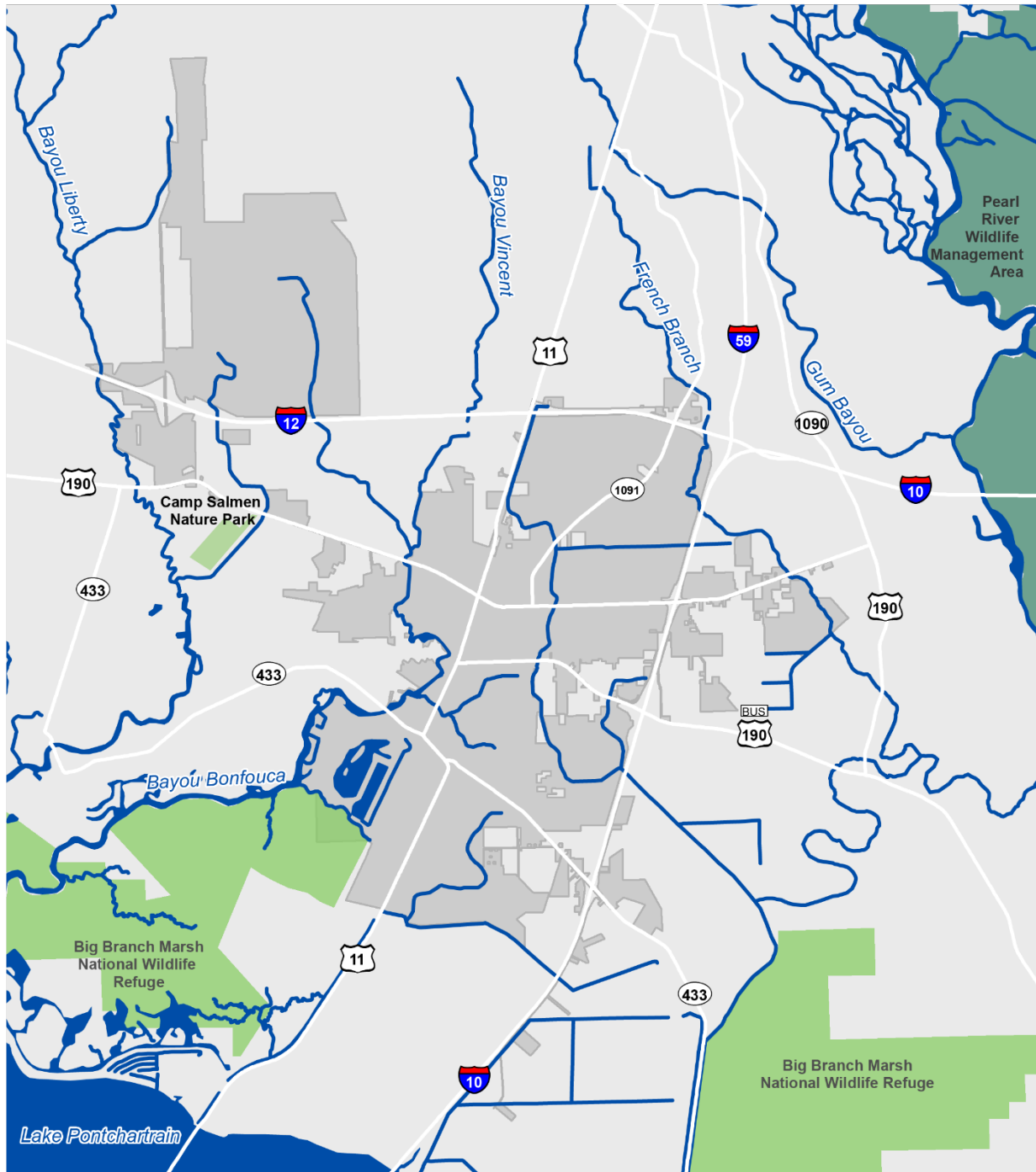
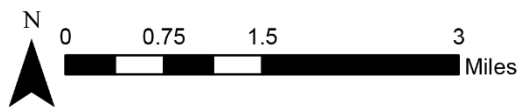


Figure 6-3: Protected Areas
and Named Waterways



Legend

- Water Bodies
- Wildlife Management Area
- National Wildlife Refuge
- Slidell City Boundary

Source: Louisiana GIS

1 in = 1.25 miles

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ENVIRONMENTAL CONTAMINATION

Environmental contamination can become a higher risk when natural hazards interact with these areas, leading to polluted waterways or other instances when the contamination becomes mobile. There are two Superfund sites on the Environmental Protection Agency's National Priorities List located in Slidell: Bayou Bonfouca and South Shipbuilding. These sites have been remediated, are being monitored in accordance with EPA standards, and may be prime locations for redevelopment.

Bayou Bonfouca, located in Slidell, is a 54-acre site that historically housed the American Creosote Works Inc., a wood-treating facility that used a black, tar-like chemical called creosote to preserve wood. After many environmental violations since opening in 1882, the industry was closed in 1972, and the EPA started clean-up. The EPA has dredged the site, removed, and treated contaminated groundwater, and removed creosote oil. After the area was cleaned up, the property was donated to the City of Slidell and a portion of it is now Heritage Park, home to the municipal services departments, public boat launch, and marina. The EPA still monitors groundwater, and the site is currently going through its sixth 5-year review concluding this year (2021).

Directly adjacent to Bayou Bonfouca, South Shipbuilding was a Superfund site bordered to the north and west by Bayou Bonfouca, to the east by a forested parcel, and to the south by Slidell. It is only 1.8 miles downstream of the Bayou Bonfouca Superfund site and is approximately 56-acres; the property is part of the Port of Slidell. Barge/ship manufacturing and repair activities occurred there from 1919 to 1993. The site went through multiple ownerships during that time. The contamination at the site was concentrated in the impoundments, ponds, and associated

sediment that supported ship building and repair. The site was cleaned up, capped, and taken off the Superfund program's National Priority List in 1998. The EPA just completed its fifth 5-year review of the site in 2019. The area is currently awaiting a Ready-for-Reuse proposal. After Hurricane Katrina in 2005, the community of Slidell pushed officials to resample and test the South Shipbuilding property for contamination to assure that hazardous chemicals did not enter floodwaters that entered residents' homes. The evaluation of sediment and soils sampled and tested by the EPA post-hurricane suggested that there was no apparent public health hazard from the site.

Due to the industrial presence along Bayou Bonfouca, water quality data and monitoring is conducted by the Louisiana Department of Environmental Quality (LDEQ). In the 80s, the LDEQ issued an advisory against swimming in and consumption of fish from the bayou. This has since been revised (as of 1998) and now the status is an informational health advisory for no swimming or sediment contact. Once the informational health advisory is rescinded, the water quality target for this waterway will be achieved.

The location of Slidell, on the downstream end of large waterways, makes it susceptible to upstream industry and pollutants that may flow near or through the city. Upstream paper mills and other industries have had environmental accidents that have mobilized and flowed into waterways causing fish kills and reducing water quality. In addition, pollution from wastewater generated in the unincorporated areas of St. Tammany Parish that rely on individually managed septic systems is a concern. These systems upstream of Slidell may affect local watersheds if they are in disrepair. Slidell's wastewater is centralized and is highly reliant on sewage pump stations due elevation of the city.

NATURAL ENVIRONMENT GOALS

THE GUIDING PRINCIPLE OF THE NATURAL ENVIRONMENT ELEMENT IS TO IMPROVE CONNECTIONS TO SLIDELL'S NATURAL BEAUTY WHILE MAINTAINING FLOOD RISK THROUGH MORE SUSTAINABLE INFRASTRUCTURE

Goal: Pursue sustainable methods of flood management through green infrastructure and other techniques consistent with living with water. (Goal NE-1)

Strategy: Improve visual and pedestrian connections to nature within the city via the creation of greenways, blueways, and trails throughout the city. (Strategy NE-1-1)

Goal: Thriving Environment for All, Conserve in place where possible. (Goal NE-2)

Strategy: Protect soils from subsidence and erosion. (Strategy NE-2-1)

Goal: Protect, conserve, maintain, and restore waterways and watersheds to reduce the frequency and severity of flooding. (Goal NE-3)

Strategy: Maintain and expand capacity of the existing stormwater infrastructure, including retention ponds to increase capacity and water quality value. (Strategy NE-3-1)

Goal: Reduce the city's "carbon footprint" through innovative energy, building, and transportation and conservation technologies. (Goal NE-4)

Strategy: Manage and reduce solid waste to minimize reliance on landfills for disposal by increasing recycling practices. (Strategy NE-4-1)

Goal: Become Proactive & Prepared for Future Natural Hazards. (Goal NE-5)

Strategy: Take proactive mitigation measures outlined in the St. Tammany Parish Multi-Jurisdictional, Natural Hazards Mitigation Plan [2020 Update]. (Strategy NE-5-1)

Strategy: Reduce or eliminate the potential impact of flood hazards through sustainable building and land development practices. Maintain and improve Slidell's CRS rating. (Strategy NE-5-2)

Strategy: Work with St. Tammany Parish Office of Homeland Security to implement the disaster recovery plan to rapidly recover and restore facilities and services to the public following flood events. (Strategy NE-5-3)

Strategy: Monitor outcomes for equitable access (Strategy NE-5-4)

CHAPTER 7:



INFRASTRUCTURE & CITY FACILITIES

The Infrastructure and City Facilities Chapter provides an overview of Slidell's buildings, services, parks, and funding for projects. The Chapter concludes with goals to protect existing facilities and provide for future infrastructure needs.

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Infrastructure and City Facilities Goals.....	66

PUBLIC WORKS

The City of Slidell Department of Public Operations constructs, operates and maintains drainage, water, and sewer infrastructure. A variety of funding sources support these efforts, including property taxes, sales taxes, and grants.

The City's 2019 budget included \$18.9 million in bond proceeds for the City's utility fund which included a \$16.4 million loan from the Louisiana Department of Environmental Quality (DEQ) for a sewer lift station rehabilitation project. The City was given approval for a \$2.5 million loan from the Department of Homeland Security to construct a water transmission line beneath Interstate 10 to join two portions of Slidell's current water system.

Water & Sewerage

The City's Division of Waste Treatment is responsible for the maintenance and operation of the City's wastewater treatment complex at 2800 Terrace Avenue. The City also maintains one water storage tower, 21 water wells, 103 sewage pump stations, just over 180 miles of potable water line, and just over 170 miles of sewer lines. Currently, there is room for expansion of water and sewer service, so system capacity should not be a constraint for growth in most cases.

Prior to 2020, the City operated two independent water systems; a \$2.6 million connection was approved by Slidell City Council to join the two systems. The City also entered into a 2018 loan agreement with the state Department of Environmental Quality (DEQ) for the Clean Drinking Water Revolving Loan Fund Program to finance improvements to Slidell's wastewater treatment plant (\$10 million loan) and \$6.4 million in sewer lift station improvements. The City also has approval for federal loan support via the EPA's Clean Drinking Water Revolving Loan Fund Program for an additional \$2.5 million for "water system distribution improvements."

Stormwater

The City's Bridges and Drainage Division of the Department of Public Works is in charge of the maintenance, inspection, and repairs to the four drainage pumping stations within the City of Slidell. They handle all stormwater system concerns including "drainage-related cave-ins and installation of small sub-surface drainage projects" as well as canal cleaning and reshaping on a regular basis.

Flood Protection

Slidell has experienced widespread flooding from both rainfall and coastal storm surge in the past. The City of Slidell's budgets for FY2018-2021 do not indicate major expenditures on hurricane protection system infrastructure. Currently, the only federally certified (U.S. Army Corps of Engineers) levee in St. Tammany Parish is the Lakeshore Levee. Slidell also is protected by the following local levees: Oak Harbor Levee, Kings Point East Levee, and Kings Point West Levee.

In June 2021, a CPRA-sponsored *St. Tammany Parish Draft Integrated Feasibility Report with Draft Environmental Impact Statement* considered various parish-wide alternatives for future flood mitigation measures, including several projects that impact Slidell. The most significant piece of infrastructure is a proposed levee and floodwall system that would include "approximately 16.3 miles (85,900 feet) of alignment with a combination of 14 miles of levees (73,700 feet) and 2.3 miles (12,200 feet) of floodwall, and five pump stations. This plan would reduce flooding risk to approximately 7,000 structures. Other proposed improvements include channel improvements to Bayou Liberty along Slidell's western border between I-12 and US 190, a Bayou Bonfouca detention pond just south of I-12 within this Comprehensive Plan's proposed Growth Management Area, and channel improvements to Bayou Patassat to improve flow in the tributary to Bayou Bonfouca. The proposed levee alignment for south Slidell was part of the CPRA 2017 Coastal Master Plan.

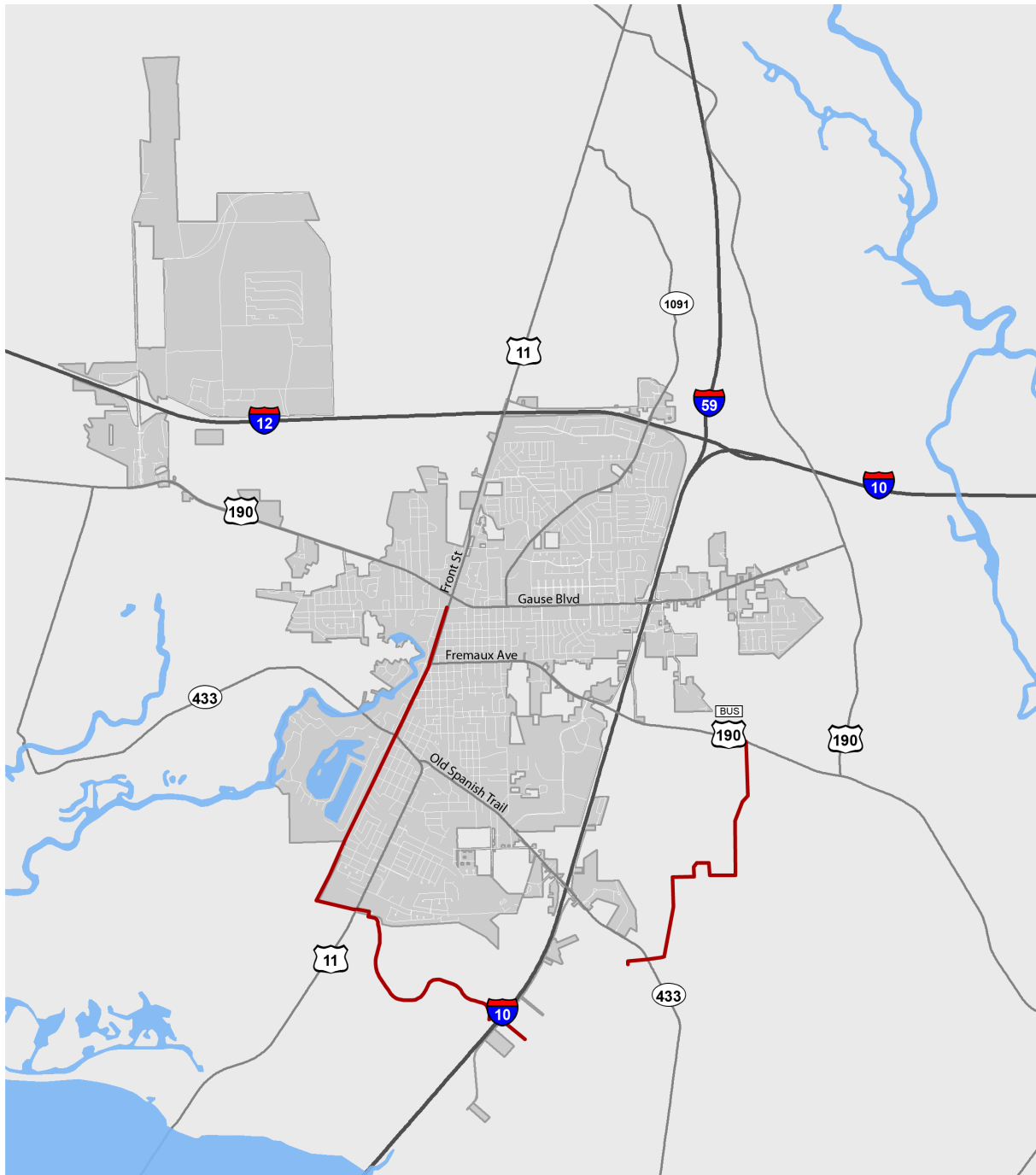


Figure 7-1: CPRA Proposed Flood Protection

Legend

— Proposed Coastal Storm Surge Flood Protection (CPRA Master Plan)



Source: Coastal Protection and Restoration Authority

1 in = 1.25 miles

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February 2022

CITY FACILITIES

The City of Slidell owns nearly 400,000 square feet of facility space for varying purposes. Table 7-1 and Figure 7-2 shows these facilities, their locations, and size.



Table 7-1: City-Owned Structures

Structure	Address	Size (in Ft ²)
Airport (Main Building)	62512 Airport Road #12	4,000
Animal Control Center	2700 Terrace Avenue	14,545
Auditorium	2056 Second Street	20,664
City Courthouse	501 Bouscaren Street	13,375
City Hall	2055 Second Street	6,000
Fritchie Park Gym	900 Howze Beach Rd	23,060
GOSH Museum	2065 Second Street	1,287
Heritage Park Dressing/Restrooms	1701 Bayou Lane	1,115
John Slidell Park Gym	105 Robert Blvd	12,595
Keep Slidell Beautiful Building	2700 Terrace Avenue	6,025
Mardi Gras Museum	2020 First Street	1,715
Police Academy	34870 Grantham College Rd	6,452
Police Substation	103 Robert Blvd	1,637
Public Operations Admin Building	1325 Bayou Lane	10,000
Public Operations Electrical & Sign Shop	1325 Bayou Lane	6,000
Public Operations Employee Building	1325 Bayou Lane	6,000
Public Operations Tool Room Building	1325 Bayou Lane	16,000
Purchasing Department & Warehouse	1329 Bayou Lane	11,900
Rufus Viner Center	1010 Schley Street	2,181
Senior Center	610 Cousin Street	11,728
Slidell Business Campus	1010 Gause Blvd	62,129
Slidell City Council and Administrative Center (Bldg #1)	2045 Second Street	32,970
Slidell Police Department	2112 Sgt Alfred Drive	15,542
Slidell Police Evidence Building	2112 Sgt Alfred Drive	8,405
Slidell Police Extra Building	2128 Sgt Alfred Drive	1,100
Slidell Technology and Cultural Arts Center (Bldg #2)	250 Bouscaren Street	28,633
Train Depot	1827 Front Street	36,500
Vehicle Maintenance Office & Shop	1327 Bayou Lane	16,000
Wastewater Treatment Plant (Multiple Buildings)	2800 Terrace Avenue	16,706

Source: City of Slidell GIS, 2021

The City's General Maintenance Division is tasked with facility maintenance and operates on a budget supported by the City's sales tax fund. In addition to the General Maintenance Division, Slidell's Recreation Services & Parks and Parkways Division is tasked with the creating "a State recognized park and recreation system, with quality facilities that include well-manicured ball fields, first class gymnasium facilities, excellent playground equipment and beautiful walking trails which are well lit, safe and accessible for all citizens of Slidell."

In addition, a "DISA Building Fund" exists to support the former Defense Information Systems Agency (DISA) building at 1010 Gause Blvd, which is now the Slidell Business Campus. The building is city owned and operated but leased to private third parties.



PARKS

Slidell's many parks are utilized by residents and visitors alike. In addition to larger parks, Slidell has many small "pocket parks" that provide residents the option to access a park within walking distance of their home. There are 221.39 acres of parkland (as shown in Table 7.2 and Figure 7-2), which is 2.23% of the total area of Slidell (9,908 acres). Slidell's parks are in varying states of repair, and some are ready for a reevaluation of their uses. A more detailed assessment of the city parks would provide insight into what is desired by the community, how easily accessible the parks are, and what the maintenance schedule should be going forward.

⁹ 2021 Budget, p 14.

FUNDING FOR CAPITAL PROJECTS

The City of Slidell, like most city governments, finances its major infrastructure projects through a combination of user fees, taxes, bond issuances, and state and federal grants. The City embarked on a \$30 million capital improvement program around the year 2000 primarily targeting drainage, roadways, and water/sewerage projects. After repaying debt on these bonds, the City followed with another pair of major bond issuances: \$10 million and \$12 million in 2010 and 2016 respectively also focusing on similar roadway and drainage improvements. FY2020 and FY2021 City budgets include funding debt service on proposed \$18.9 million utility revenue bonds.

Approved by Slidell voters in 1962 and 1986, the City of Slidell collects sales and use taxes, revenues from which are dedicated to "capital outlay and retirement of debt issued for capital projects; public works and public facilities."⁹ The 1986 tax was rededicated in 2012 and now provides additional funding for the Public Safety Fund for police department operations and capital.

St. Tammany Parish and the City of Slidell also have a sales tax sharing agreement (the "Sales Tax Enhancement Plan"), originally signed in 1988 and renewed in 2006. This agreement applies 2% sales and use tax on properties annexed into the City of Slidell after November 4, 1986; this tax revenue is split equally between the City and St. Tammany Parish (Tax District #3). This agreement is in place until December 2031.

Water and Sewerage Fees are currently charged to customers in the City of Slidell at a base rate which will increase by 2.3% based on the consumer price index for CY2019. These user fees cover capital costs for operational equipment as well as "most repair/replacement, some new extensions, and construction" as well as debt service on long-term bonding for capital projects.

Chapter 7:
Infrastructure and City Facilities

Table 7-2: Public Parks in the City of Slidell

Name	Address	Features	Acreage
Fritchie Park	901 W Howze Beach Rd.	1 2-Court gym, 3 Ball fields, Playground, Gazebo, Pavilion, Walking trail, Bathrooms	96.57
John Slidell Park	105 Robert Blvd.	Gym, 4 Ball fields, Playground, Pavilion, Picnic area, Walking trail, Bathrooms	65.69
Heritage Park	1701 Bayou Ln.	Playground, Gazebo, Scoggin Station Pavilion, Picnic shelters, Boat launch, Splash pad, Amphitheatre, Bathrooms	12.23
Duckworth Park	1191 Campbell St.	1 Ball field, Playground, 1 Pavilion, Bathrooms	11.41
Possum Hollow Park	801 Cousin St.	Ball field, 2 Pavilions, Playground, Exercise equipment along walking trail, Bathrooms	11.30
Breckenridge Trail	112 Charlie Dr.	Walking trail	6.41
Carl Hickman Field	Cleveland @ Second	Tennis courts, Ball field	4.20
Rue Rochelle Park	801 Rue Rochelle	Playground	2.43
Rue Miramon (Bon Village)	1600 Rue Miramon	Playground	1.82
Village North Park	577 Beechwood Dr.	Playground	1.18
Rufus Viner	1052 Schley St.	Greenspace	0.93
Cawthorn Park	208 Cawthorn Dr.	Playground	0.85
Riviera Park	3625 Riviera Dr.	Playground	0.69
Sam Bosco Park	3130 Effie St.	Playground	0.65
Griffith Park	333 Erlanger Ave.	Playground, Gazebo	0.52
Veterans Park	Third @ Cleveland	Memorial, benches	0.52
St. Christopher Lot	1226 Saint Christopher Dr.	Greenspace, No equipment	0.50
Olive Drive Park	473 Olive Dr.	Playground	0.47
Country Club Tot Land	322 Country Club Blvd.	Playground	0.34
Grafton Park	35 Northam Ct.	Gazebo only, No equipment	0.34
Breckenridge Park 1	122 Charlie Dr.	Playground	0.34
South Street Park	3500 Front St.	Greenspace	0.27
Brugier Park	434 Teddy Ave.	Gazebo only, No equipment	0.26
Lakewood Park	1604 Lakewood Dr.	Playground	0.23
Wimbledon Park	2120 Tasmania Ct	Playground	0.20
Cardinal Drive Lot	230 Cardinal Dr.	Greenspace, No equipment	0.18
Breckenridge Park 2	228 Goldenwood Dr.	Playground	0.18
Park Place	2144 Park Dr.	Greenspace, No equipment	0.16
Cultural Affairs-Library	444 Erlanger	Gazebo only, No equipment	0.16
Markham Drive Lot	632 Markham Dr.	Greenspace, No equipment	0.16
Carey Street Park	2302 Carey St.	Benches, picnic shelter	0.10
Reine Avenue Park	1300 Reine Ave.	Playground	0.10
			221.39

Source: City of Slidell, 2021.

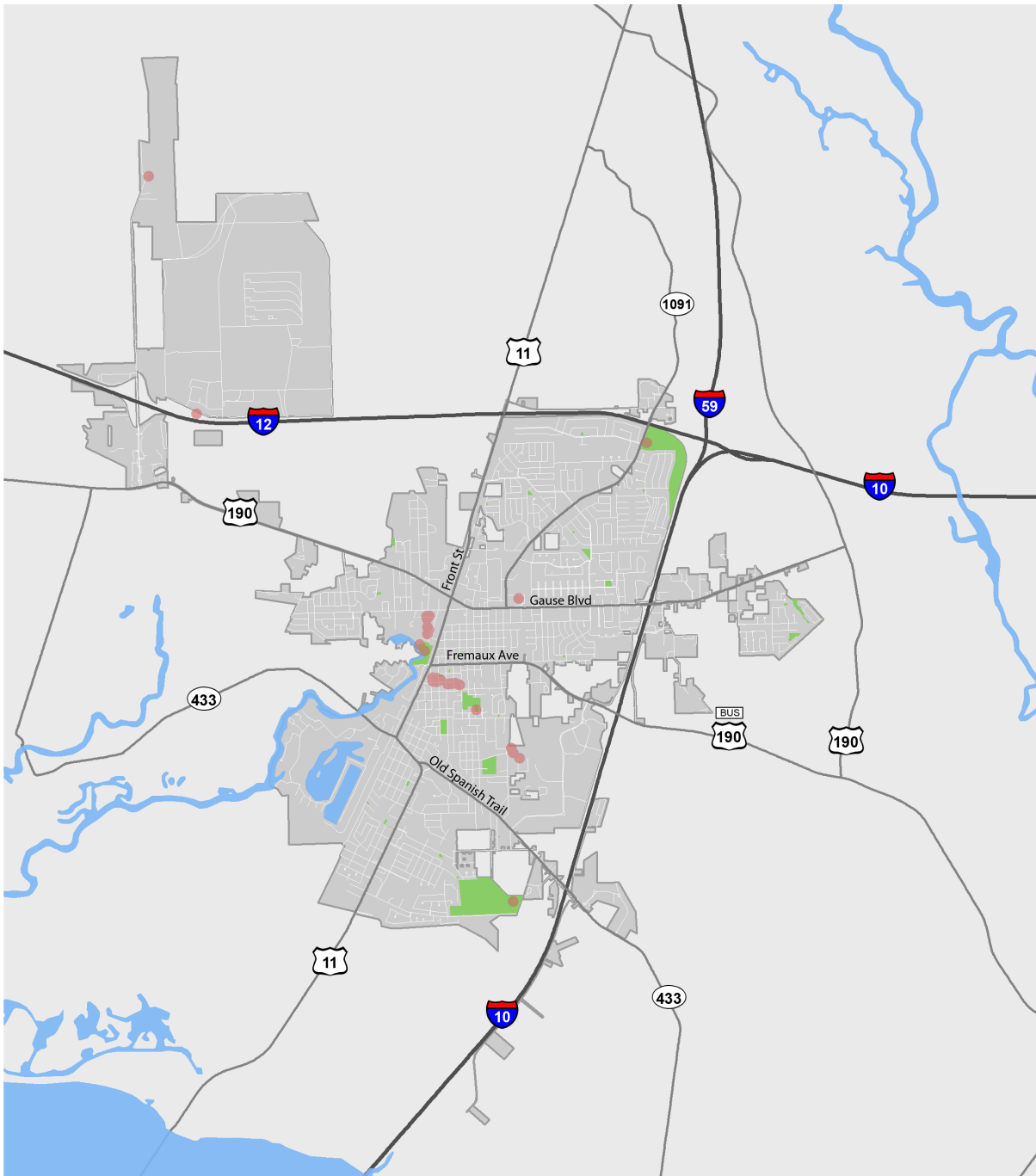
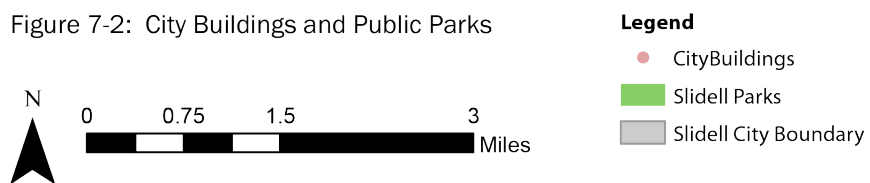


Figure 7-2: City Buildings and Public Parks



Source: City of Slidell

1 in = 1.25 miles

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INFRASTRUCTURE AND CITY FACILITIES GOALS

THE GUIDING PRINCIPLE OF THE NATURAL ENVIRONMENT ELEMENT IS TO MAINTAIN EXISTING FACILITIES AND PROVIDE ADEQUATE INFRASTRUCTURE TO MEET SLIDELL'S EXISTING AND FUTURE NEEDS.

Goal: Maintain and expand stormwater capacity to address the increased demand on the system (Goal I-1).

Strategy: Increase capacity of existing waterways and canals as needed. (Strategy I-1-1)

Strategy: Use green infrastructure in conjunction with traditional drainage systems to increase stormwater capacity. (Strategy I-1-2)

Strategy: Use existing detention basins to increase passive recreation opportunities. (Strategy I-1-3)

Goal: Maintain and expand water systems to provide safe and adequate water supplies for domestic and emergency purposes. (Goal I-2).

Strategy: Monitor existing and projected needs to ensure adequate capacity. (Strategy I-2-1)

Goal: Maintain and expand the City's wastewater system to safely collect and treat wastewater from existing and future development. (Goal I-3).

Strategy: Monitor existing and projected needs to ensure adequate capacity. (Strategy I-3-1)

Goal: Encourage more green space to assist with stormwater management. (Goal I-4)

Strategy: Limit acreage devoted to impervious surfaces (Strategy I-4-1)

Strategy: Encourage shared parking lots and streetscape parking options to alleviate a need for more off-street parking. (Strategy I-4-2)

Goal: Ensure that new development and redevelopment projects comply with the City's flood hazard mitigation and stormwater management requirements. (Goal I-5)

Strategy: Communicate requirements to developers. (Strategy I-5-1)

Goal: Secure resources to mitigate flood hazards. (Goal I-6)

Strategy: Work with Parish, State, and Federal agencies to establish a fund for future emergency needs related to flood hazards and provide a grant program to release the funds to residents when needed. (Strategy I-6-1)

Strategy: Work with Parish officials, State and Federal agencies to secure funding for the Levee System identified by the St. Tammany Parish Government Coastal Master Plan 2016-2020. (Strategy I-6-3)

Goal: Pursue opportunities to improve local and regional emergency response capabilities through collaboration with other service providers. (Goal I-7)

Strategy: Establish mutual aid agreements. (Strategy I-7-1)

Strategy: Evaluate allocation of staff resources with neighboring jurisdictions. (Strategy I-7-2)

Goal: Enhance Park access to increase the percentage of residents within a 10-minute walk to a park. (Goal I-8)

Strategy: Use wetland areas and vacant lots for pocket parks and greenways. (Strategy I-8-1)

Strategy: Maintain and rehabilitate existing park facilities. Establish and maintain safe pedestrian and bicycle routes to park facilities from neighborhoods. (Strategy I-8-2)

Strategy: Ensure equitable access to parks and outdoor activities. (Strategy I-8-3)

CHAPTER 8:



PUBLIC HEALTH AND SAFETY

The Public Health and Safety Chapter provides an health in Slidell, in terms of medical access and access to healthy living. Safety crime statistics are analyzed. The chapter includes goals to sustain the health and safety of the city for the long-term future.

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PUBLIC HEALTH

The health of individual residents is critical to maintaining a healthy community. Slidell, like the nation, is seeing increased life expectancy with individuals reaching an age needing more care but not wanting to move into a care facility. Slidell is more compact as a city and has neighborhoods more walkable than surrounding communities within St Tammany Parish, making it conducive for aging-in-place.

According to the AARP, aging in place is a matter of preserving the ability for people to remain in their homes as they age for as long as possible.

Healthy communities have access to parks, helping people increase their physical activity, which can help to increase cardiovascular health and reduce risks for diabetes. Parks also contribute to improved mental health.

Healthy communities have access to fresh foods and grocery stores. The city has many smaller vacant lots that are too small to develop that may be appropriate locations for community gardens.

There are weekly farmers market which take place Saturday mornings in the City Auditorium Parking Lot. Increasing farmers market locations and days can provide more opportunity to residents for fresh, local foods. Access to healthy, fresh foods helps to promote weight loss and is associated with lower rates of obesity. Reducing obesity can, in turn, decrease residents' propensity for a number of harmful health conditions.¹⁰

VOICES FROM THE COMMUNITY

"Turn empty lots in Olde Towne into a community garden."

¹⁰ PolicyLink. 2001. Equitable Development Toolkit: Access to Healthy Food.
<https://www.policylink.org/sites/default/files/access-to-healthy-food.pdf>



HEALTHCARE SERVICES

Healthy communities have equitable access to health care facilities for their residents. A number of health care facilities, including hospitals, non-hospital-based nursing facilities, mental health treatment facilities, drug and alcohol treatment facilities, and a federally qualified health center, offer healthcare services in Slidell, and employ thousands of healthcare workers. With 223 and 168 beds, respectively, Slidell Memorial Hospital and Ochsner Medical Center anchor the city's healthcare sector, situated just two miles from each other on US 190. The hospitals are the city's two largest private employers, providing 1,523 and 970 jobs, respectively, in 2020.¹¹ These hospitals serve a regional population base extending across the Northshore and into the Mississippi Gulf Coast Area.

The federal Health Resources and Services Administration designates census tracts with too few primary care providers, high infant mortality, high poverty, and/or high elderly population as "Medically Underserved Areas" (MUAs). As of 2020, MUAs in Slidell include census tracts 409, 411.02, 411.03, and 407.04. (Figure 8-1, next page).

¹¹ City of Slidell, Comprehensive Annual Financial Report, 2020.

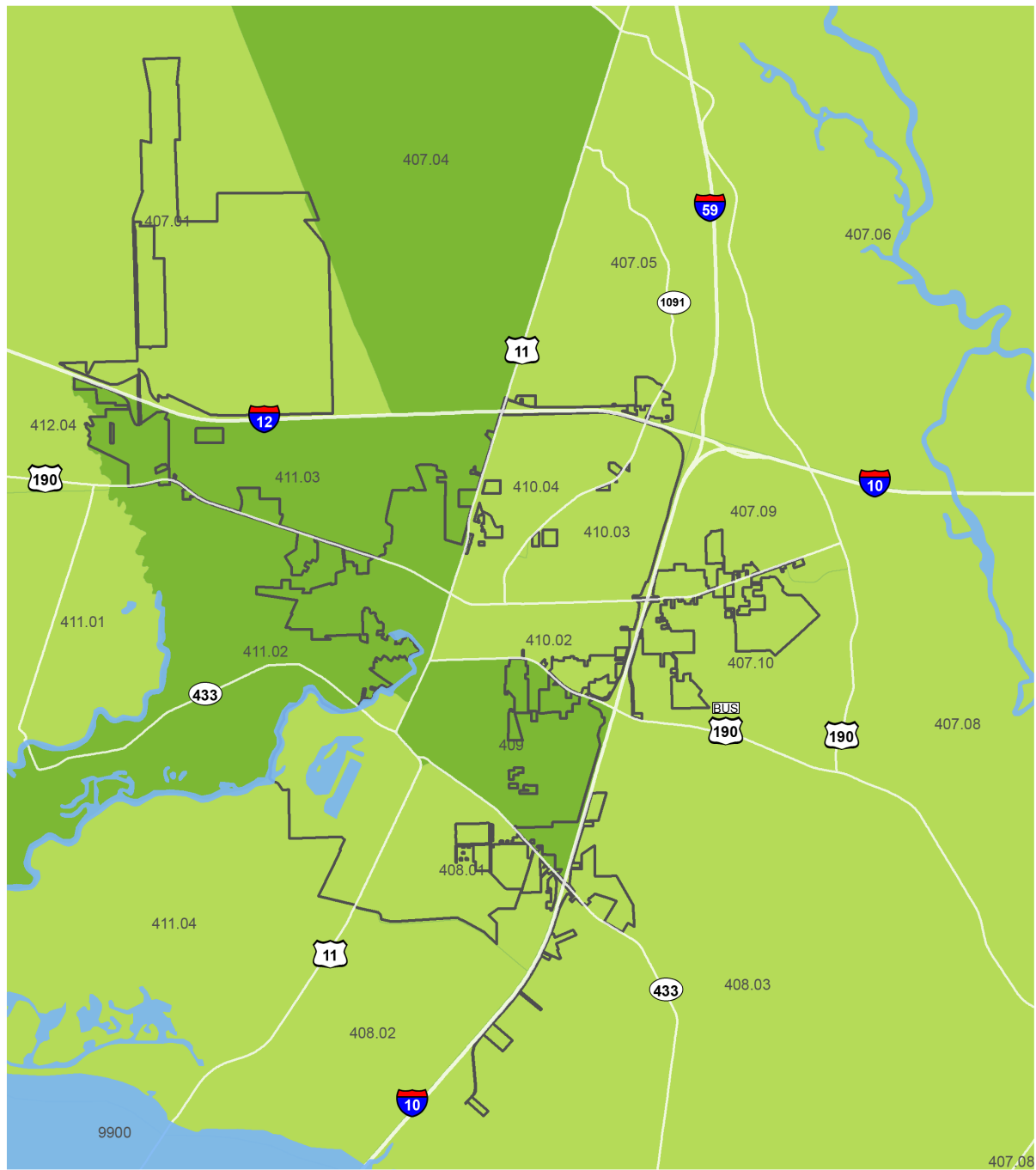
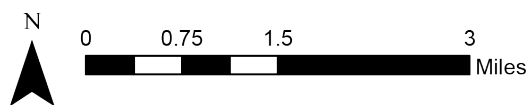


Figure 8-1: Medically Underserved Census Tracts

Legend

- Medically Underserved Census Tracts
- All Other Census Tracts



Source: ACS (2019) & Health Resources and Services Administration

1 in = 1.25 miles

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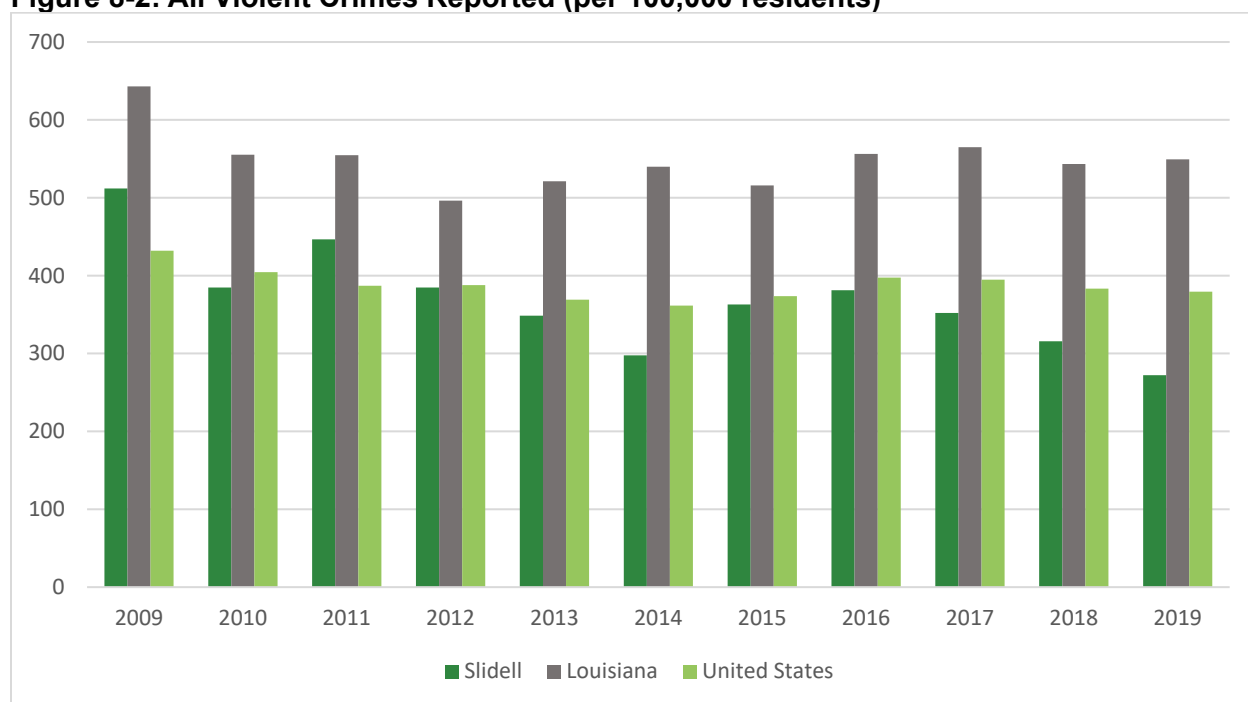
PUBLIC SAFETY

St. Tammany Parish Fire Protection District 1 serves Slidell and its immediate environs. The district's eight stations are located within or immediately beyond the city boundary. A 10-year, 35-mill ad valorem tax provides the majority of the district's \$20 million annual budget. The District Board is currently replacing its Olde Towne station with a \$3.2 million, 10,000 square foot facility at the same location.

The Slidell Police Department's only station is located in Olde Towne Slidell. Crime statistics published by the FBI demonstrate that reports of violent crime in Slidell have declined markedly from 2009 to 2019, and that Slidell's rate of violent crime has fallen below the U.S. annual average each year since 2012 and has consistently been lower than the state average.

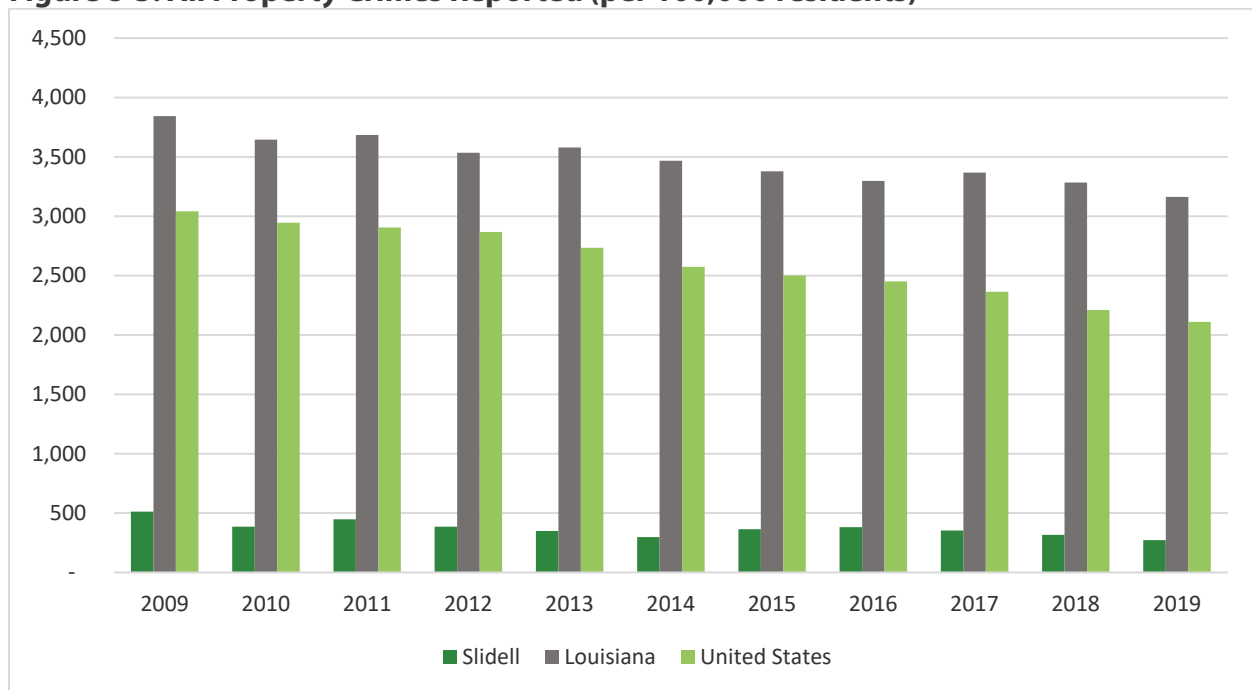
Similarly, reports of property crimes have fallen significantly from 2009 to 2019 and fall well below state and national averages.

Figure 8-2: All Violent Crimes Reported (per 100,000 residents)



Source: United States Department of Justice, Federal Bureau of Investigation. (September 2020). *Crime in the United States, 2019*. Retrieved (9 April 2021), from (<https://crime-data-explorer.app.cloud.gov/explorer/agency/LA0520200/crime>).

Figure 8-3: All Property Crimes Reported (per 100,000 residents)



Source: United States Department of Justice, Federal Bureau of Investigation. (September 2020). Crime in the United States, 2019. Retrieved (9 April 2021), from (<https://crime-data-explorer.app.cloud.gov/explorer/agency/LA0520200/crime>).

PUBLIC HEALTH AND SAFETY GOALS

THE GUIDING PRINCIPLE OF THE PUBLIC HEALTH AND SAFETY ELEMENT IS TO ENSURE THAT SLIDELL REMAINS A SAFE AND HEALTHY PLACE FOR ALL

Goal: Provide safe and comfortable streets for all modes of travel. (Goal PS-1)

Strategy: Improve pedestrian comfort and safety by completing existing streets with sidewalks, safe and frequent crossings, and signalization where appropriate. Provide on- and off-street bicycle facilities, such as trails, lanes, and protected lanes, in a connected network to reduce conflicts between motorists and people biking. (Strategy PS-1-1)

Goal: Provide quality healthcare services to meet the needs of all residents. (Goal PS-2)

Strategy: Coordinate with private health care providers to locate neighborhood clinics and provide telehealth services in medically underserved areas. (Strategy PS-2-1)

Strategy: Help meet the needs of medically underserved areas by supporting community-based social service organizations and connecting them to grant opportunities and other resources. (Strategy PS-2-2)

Goal: Continue to provide world class public services and promote results as a strength of Slidell. (Goal PS-3)

Strategy: Provide and maintain adequate police, fire and emergency medical facilities and services for all neighborhoods as the City annexes land and grows in population. (Strategy PS-3-1)

Strategy: Coordinate and identify opportunities to partner with the St. Tammany Parish Sheriff's office on cross-jurisdictional public safety challenges. (Strategy PS-3-2)

Goal: Provide opportunities for healthy living in neighborhoods by providing environments for physical activity and access to healthy foods. (Goal PS-4)

Strategy: Provide accessible public parks, trails, playgrounds, and other recreation facilities in all Slidell neighborhoods. (Strategy PS-4-1)

Strategy: Work with partners to offer healthy food and active living opportunities (Strategy PS-4-2)

Goal: Promote Slidell as a safe community with ample opportunities for a healthy, active lifestyle. (Goal PS-5)

Strategy: Work with local sponsors on events promoting Slidell's health and safety where the public can meet with police and fire departments and learn more about not only what their tax dollars are going to but why it should be a point of pride for Slidell residents. (Strategy PS-5-1)

CHAPTER 9:



CULTURAL RESOURCES

The Cultural Resources Chapter provides an overview of the city's historical character and provides goals to preserve Slidell as a cultural city center.

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HISTORY OF SLIDELL

The Slidell area was populated with many Native Americans prior to European explorers, the Acolapissa and Choctaw being the two most prevalent tribes in St. Tammany Parish.

The area that would become the City of Slidell was later settled by North Carolinian settlers Wesley Coke Asbury Gause, Judge Wingate, and Foster Willie in the 1830s. Like in many Louisiana Parishes during the “lumber boom” of the mid-to-late 1800s, the settlement became the location of a productive lumber mill due to its extensive old-growth tree cover and the area’s proximity to major waterways and (later) railways. Travel to and from the lumber yard created a well-worn path which is now known as Gause Boulevard.

By 1875, the settlement was among the South’s most productive industrial areas; Schooners carried milled lumber including old-growth cypress from Slidell ports to the New Orleans area. In addition to lumber, livestock, particularly cattle, provided a stable source of income for residents.

Slidell was founded in 1882 during construction of the New Orleans and Northeastern Railroad, which connected New Orleans to Meridian, Mississippi. The town was named in honor of American politician and confederate “fire-eater” John Slidell. Also in 1882, a creosote plant was constructed on Bayou Vincent for treating the lumber milled in the area which operated continuously until it was shut down in 1973 amid cleanup and mitigation efforts by the EPA.

Fritz Salmen, a Swiss immigrant, realized the potential of Slidell as a productive industrial location and established a brick plant and sawmill that became prominent in Slidell. In 1890, Fritz Salmen’s company, The Salmen Brick Company was among the largest manufacturers of bricks and clay products in the South.

The increase in industry in Slidell resulted in an increase in material needs for residents; hotels and boarding houses sprang up along

with mercantile and dry goods stores that sold food, clothing, and other essentials.

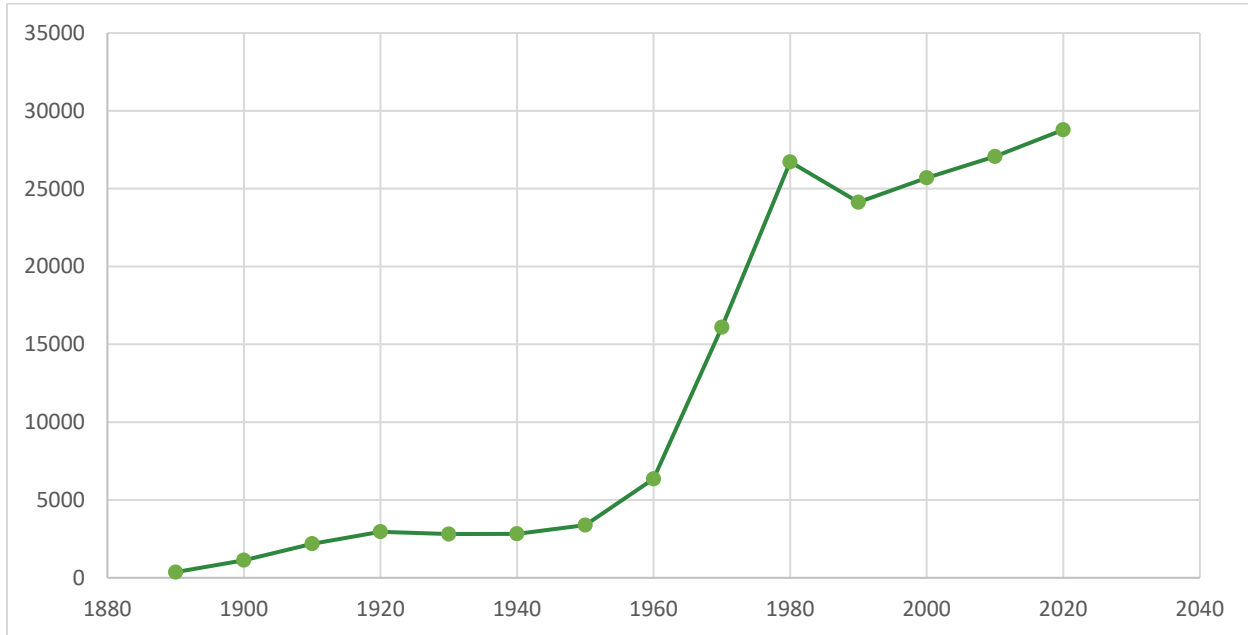
Slidell was officially chartered by the Louisiana State Legislature in 1888. The output of lumber, tar, turpentine, rosin, charcoal, and bricks employed the labor of hundreds of men and kept up to 60 schooners busy making daily trips to and from the Old Basin Canal (also known as the Carondelet Canal) and the New Basin Canal at New Orleans. Slidell boomed again in the 1960s due to it being selected as the location of NASA’s Slidell Computer Complex which supported the Stennis Space Center in Mississippi and the Michoud Assembly Center in New Orleans.



HISTORIC GROWTH

As shown in Figure 9-1, Slidell’s total population almost doubled between 1950 and 1960 with the increase of car ownership as Americans migrated out of city centers. The total population then increased very significantly, from 6,356 in 1960 to 16,101 in 1970, to 26,718 in 1980, a 320% increase in all. The increasing intensity of Slidell’s growth can be attributed to the announced construction of the Stennis Space Center in 1961. Though the city experienced a population decline in the 1980s, the population has steadily increased for the past thirty years.

Figure 9-1: Slidell Population Growth, 1890-2020



Source: US Decennial Census

HISTORIC ANNEXATIONS

As shown in Table 9-1, the city's land area increased by 3,770 acres from 1983-2021 from approximately 6,200 acres to approximately 9,900 acres, which is about a 50% increase in geographic size. The residential population only increased by 8%, about 2,063 people, during the same time-period.

Table 9-1: Slidell Annexations 1983-2019

	Acres Annexed	Number of Annexations
1983-1989	201	18
1990-1999	1,004	91
2000-2009	2,375	87
2010-2019	131	51
	3,711	247

Source: City of Slidell

Of the 247 (3,711 acres) annexations reviewed, 158 (1,027 acres) were zoned for Commercial, 51 (468 acres) for residential, three (18 acres) were zoned Industrial. The Airport Tract accounts for an additional 339 acres, and Camp Villere accounts for 1,615 acres. There was one PUD (14 acres) and the remaining 32 (229 acres) were for roads, ROW or were unclassified. While the historic annexation policy may be fiscally advantageous to the City, it has not added substantially to the residential population, despite increasing the land area by about 50%.

Figure 9-2 maps the areas that were annexed by the City between 1983 and 2019

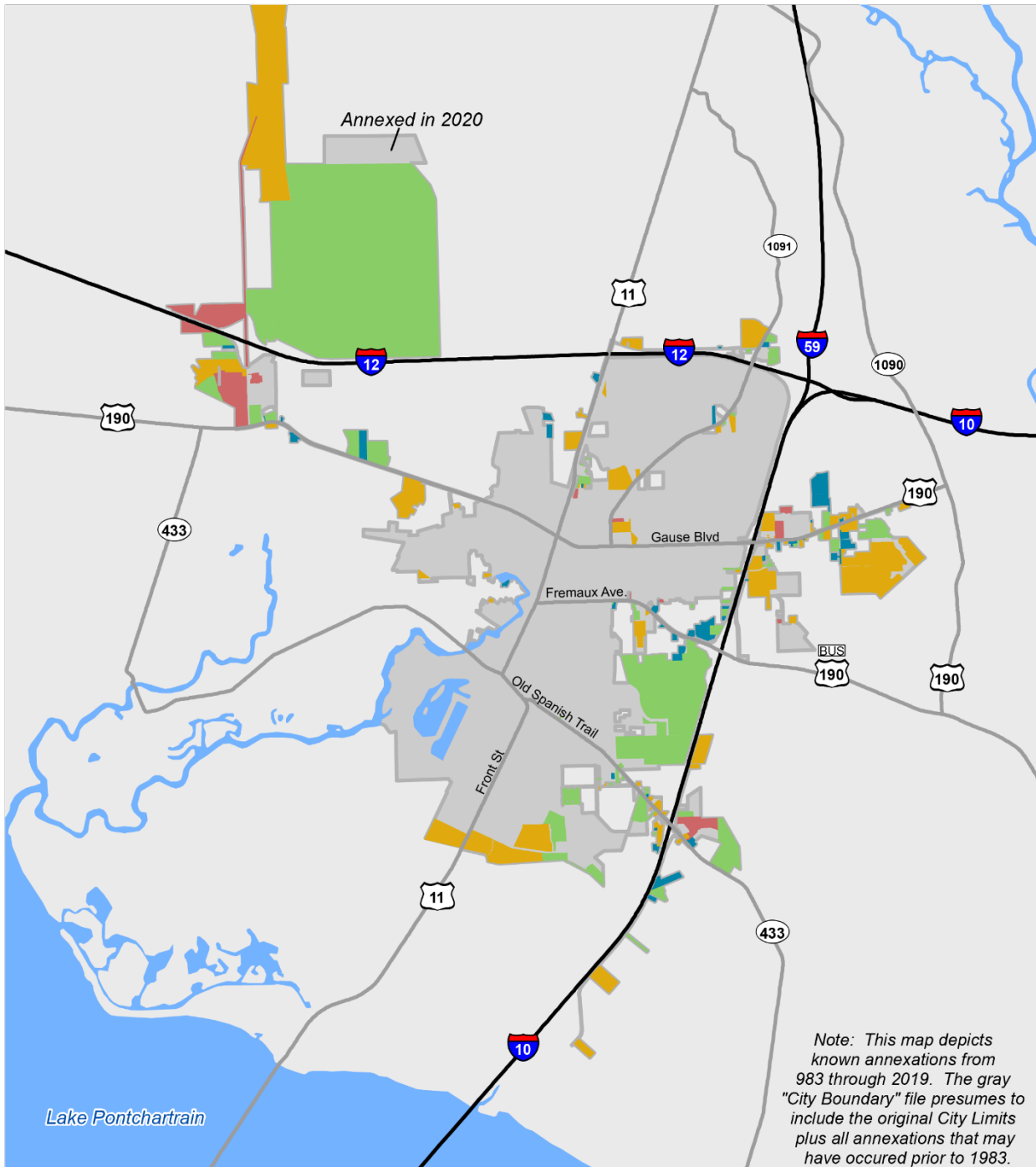
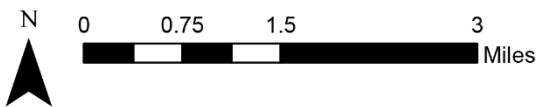


Figure 9-1: Historic Annexations, 1983-2019



Legend

Annexations

- 1983 - 1989
- 1990 - 1999
- 2000 - 2009
- 2010 - 2019
- Slidell City Boundary

Source: City of Slidell, 2021

1 in = 1.25 miles

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HISTORIC DISTRICTS

Olde Towne Preservation District

Slidell has one local historic district, the “Olde Towne Preservation District of the City of Slidell” to preserve and protect the resources which have architectural and/or historical value and which should be preserved for the benefit of the people of the city and state (Slidell Code of Ordinances Sec.2-216). The boundaries of the district and other historic and cultural resources are shown in Figure 9-3.

Within the district boundaries, a Certificate of Appropriateness is required for new construction, exterior alterations, relocations, and demolitions. Slidell is a Certified Local Government (CLG) and a participant in the Louisiana Main Street economic development program. Additionally, Olde Towne is locally recognized as Slidell’s center for entertainment, dining, and culture. The Slidell Cultural Center in City Hall hosts an ever-changing variety of art exhibitions. The Slidell Museum, located in the Olde Towne Jail, is home to a permanent collection of intriguing artifacts and curiosities including the Slidell Mardi Gras Museum, a collection of costumes, photographs, and other items from the collection of Bonnie Vanney. Both museums are free and open to the public.

VOICES FROM THE COMMUNITY

“I love Olde Towne and every business there, especially around 1st Street.”

Slidell Cultural District

“City of Slidell Olde Towne” Cultural District was created in 2009. Within this area, federal and state tax credits are available for rehabilitation of income-producing buildings. Expansion of the district boundaries and promotion of the use of the programs has the

¹⁵ The federal "Secretary of the Interior's Standards for Rehabilitation" (36 CFR 67) must be used with federal tax credits

Local Historic District VS National Register District (NRHP) - *What's the difference?*

	Local	NRHP
Certificate of Appropriateness	X	
Tax Credits		X
Prevention of possible demolition	X	
Design Guidelines	X	X ¹⁵

potential to bring additional buildings back into commerce in this area.

Teddy Avenue Residential Historic District

The “Teddy Avenue Residential Historic District” was added to the National Register in July 2021. It is located in the northeast of downtown Slidell and has 30 contributing resources, including early twentieth century single-family houses.



Olde Towne Slidell

CULTURAL EVENTS

Slidell's Heritage Park hosts many community events such as the Bayou Jam concert series and Slidell Movie Nights. With its wholesome, down-home charm and rich history, Historic Slidell is a southern gem. Art markets and exhibits are mainstays within the Olde Towne Historic District as well as the weekly Camellia City Farmers Market. Preservation of the historic character of Slidell is a priority to initial survey respondents who communicated that they enjoy the small-town feel and walkability of the area. Affection for historic Olde Towne can be leveraged to increase economic momentum through place-based activities and events that foster civic connection.

PLACEMAKING

Placemaking inspires people to collectively reimagine and reinvent public spaces at the heart of every community. Placemaking encourages better urban design, as well as paying particular attention to the physical, cultural, and social identity of a place and supports its ongoing evolution.

Source: Project for Public Spaces

Slidell has Mardi Gras celebrations with the Krewe of Poseidon being one of the largest krewes on the Northshore, rolling in the festivities with over 600 riders and nearly 30 floats including tandem and doubles. The Krewe of Bilge, a boat parade that passes through the marina, was founded by locals in 1978 and includes over four hundred members. It's been honored as a "Top 20 Event" by the Southern Tourism Society. Other notable krewes include the Krewe of Slidellians, the Krewe of Perseus, and the Krewe of Titans. For animal lovers, the Krewe de Paws of Olde Towne features a promenade of costumed pups in "floats" made from wagons, strollers, and shopping carts.



HISTORIC BUILDINGS (NRHP)

There are five structures of local historic significance on the National Register of Historic Places (NRHP) detailed as follows:

The Arcade Theater

Located on Carey Street in Olde Towne, the building was purchased by Italian immigrants Andrew Carollo and Peter Lalumia as a theater and gathering place in 1927. It was included on the NRHP on August 29, 1997. The structure is shown on the Sanborn Fire Insurance Map of 1926, but its purpose at that time was not listed and the original wooden structure was replaced with brick. The brick theater's construction was dated by Carollo's daughter, Rosalea Carollo Fontana to 1927 which is corroborated by the 1930 Sanborn Fire Insurance Map. The theater is locally significant as having been the only place of entertainment in the area besides the dance hall.



New Orleans and Northeastern-New Orleans and Great Northern Railroad Depot

The brick Olde Towne Railroad Depot in Slidell was constructed around 1903 for the New Orleans & Northeastern/New Orleans & Great Northern railroad, replacing the earlier wooden passenger depot which was located on the west side of the tracks between Maine and Pennsylvania Streets. In the early 1990s, Intermodal Surface Transportation Enhancement (ISTEA) grant funding was secured from the Louisiana Department of Transportation and Development (LA DOTD) to renovate, preserve, and operate the depot which is currently an Amtrak station with a small art gallery, the Slidell Cultural Center, and a restaurant. The station is served by Amtrak's *Crescent* route daily and was added to the NRHP in 1996.

The Fritz Salmen House is a 1.5 story wood frame residence built in Colonial Revival and Queen Anne styles. The house is locally significant due to its association with Fritz Salmen, founder of the local brickyard—a major industry in the area. The home was Salmen's residence from its construction in 1900 to his death in 1934.

The Albert Salmen House is a bungalow built in a composite of craftsman, Victorian, and Queen Anne styles. It is of local significance due to its association with Albert Salmen, brother of Fritz Salmen. The house is currently occupied as a private residence. **The Salmen House** is a 1.5 story Victorian-era Swiss Chalet-style on a corner lot. It is of local significance due to its association with the Salmen family.



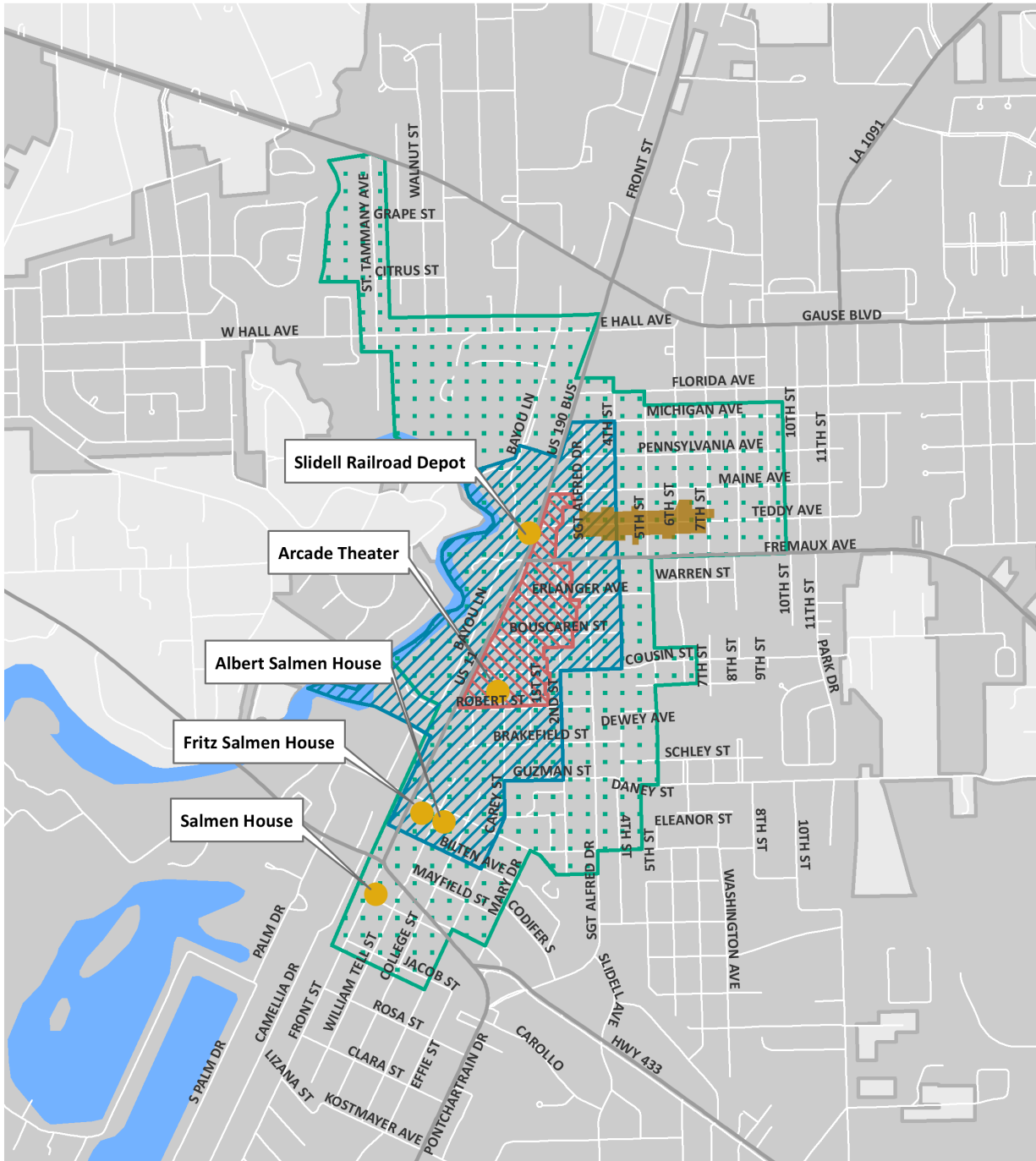
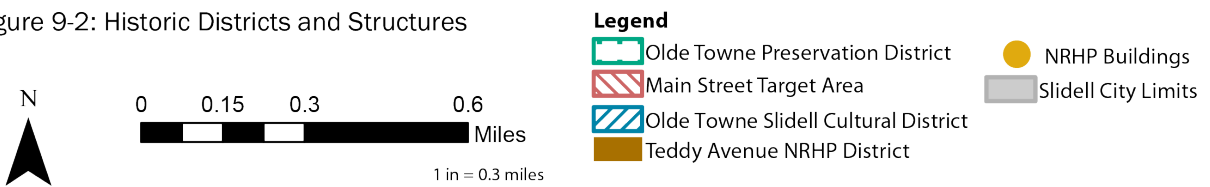


Figure 9-2: Historic Districts and Structures



Source: City of Slidell, 2021 and National Register of Historic Places

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CULTURAL RESOURCES GOALS

THE GUIDING PRINCIPLE OF THE CULTURAL RESOURCES ELEMENT IS TO PRESERVE OLDE TOWNE'S CHARACTER AND PROMOTE IT AS THE CULTURAL CITY CENTER.

Goal: Use available programs to encourage redevelopment and access grant funding and resources within historic areas. (Goal CR-1)

Strategy: Expand existing district boundaries and promote the use of federal and state programs to bring additional buildings back into commerce in these areas. (Strategy CR-1-1)

Goal: Use regulatory means to preserve historic architecture. (Goal CR-2)

Strategy: Enforce certificate of appropriateness requirements for exterior renovation, demolition, or new construction. Within the "The Olde Towne Preservation District." (Strategy CR-2-1)

Strategy: Create a Historic Downtown zoning designation to ensure a compatible blend of uses to support the redevelopment of mixed-use development. (Strategy CR-2-2)

Goal: Promote Olde Towne as a defining feature of Slidell. (Goal CR-3)

Strategy: As a Certified Local Government (CLG), Slidell has the ability to apply for grants which can help fund promotional efforts within these districts. Gateway signage, public art, historic markers, and wayfinding signage are features which can be used to draw attention to community assets, districts, and landmarks. (Strategy CR-3-1)

Goal: Support preservation efforts through the use of compatible streetscape elements. (Goal CR-4)

Strategy: When repairing and replacing sidewalks, street trees, street furniture, repaving or restriping roadways, designs and facilities should be chosen that are compatible with the pedestrian-scale, promote walkability, and preserve the streetscape. (Strategy CR-4-1)

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CHAPTER 10:

IMPLEMENTATION

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ACHIEVING THE VISION

This chapter outlines a series of actions to help achieve the Comprehensive Plan Vision:

In 2040, Slidell is a safe community for families of all types that is connected to nature yet provides a wide variety of shopping experiences and a wide range of services for its citizens. The city's historic core has been preserved and its culture revitalized with a quaint but bustling Olde Towne. It is a city reinvesting in itself to create a sustainable and resilient community.

The actions listed in this chapter are organized according to the following guiding principles. While this organization results in some overlapping actions, it is intended to help the Plan's users refer back to the specific principles and goals that each action is intended to implement.

Chapter 2 - Land Use: *Encourage smart growth, redevelopment, and reuse*

Chapter 3 - Housing: *Accommodate residential needs for city's workers and families*

Chapter 4 - Transportation: *Improve safety, connectivity, and accessibility*

Chapter 5 - Infrastructure: *Maintain existing facilities and provide adequate infrastructure to meet Slidell's existing and future needs*

Chapter 6 - Economic Development: *Focus on geographic assets as primary strengths*

Chapter 7 - Cultural Resources: *Preserve Olde Towne's character and promote it as a cultural city center*

Chapter 8 - Public Health and Safety: *Ensure that Slidell remains a safe and healthy place for all*

Chapter 9 - Natural Environment: *Improve connections to Slidell's natural beauty while managing flood risk through more sustainable infrastructure*

PLAN IMPLEMENTATION

Effect of the Plan

This Comprehensive Plan is intended to be a dynamic guide – one that responds to changing needs and conditions. To achieve the vision, principles, and goals, the City and other entities will need to take a variety of actions over time, to monitor the effectiveness of those actions, and to periodically amend the Plan. Changes to the Plan should be consistent with the overall vision of the Plan and its guiding principles.

Annual Review & Monitoring

Department directors should provide to the Planning Commission an annual review of comprehensive plan related activities prior to the initiation of the budget process each year. The annual review is intended to:

- Measure success in achieving Plan principles, and goals through its actions;
- Propose actions to be pursued under the coming year's budget;
- List development actions which affect the Plan's provisions;
- Consider input from the public and other service providers; and
- Identify obstacles and opportunities to better implement the Plan.

This annual review should include statements identifying that respective departments' progress on listed actions, the impact of these actions on service provision, and proposed adjustments to the list of actions to better achieve the Plan's vision, principles, and goals. The annual review should be used as a tool to help the City Council set budgetary priorities.

Map Amendments

The Future Land Use Map (FLUM) is intended to serve as a guide for public and private development and land use decisions; it is not parcel specific zoning. Map amendments are anticipated as growth occurs and market conditions change. Private development activities, public programs, annexations, and other changes will cause the need for periodic amendments to the Future Land Use Map,

which should be coordinated with, though occur less frequently than changes to the City's zoning map.

Plan Principles & Goals Amendments

To ensure that the Comprehensive Plan remains an effective guide for decision-makers, the City should evaluate the Plan's principles and goals at least once every five years. These evaluations should consider the following:

- Progress in implementing the Plan;
- Changes in community needs and other conditions that form the basis of the Plan;
- Fiscal conditions and the ability to finance public investments recommended by the Plan;
- Community support for the Plan's principles and goals; and
- Changes in state or federal laws that affect the City's tools for Plan implementation.

The review process should encourage input from residents, business interests, neighborhood groups, developers, and other community interests.

KEY IMPLEMENTATION TOOLS

The Plan Implementation Program identifies a number of actions available to the City that may be employed to bring the Plan's principles and goals to fruition. These implementation tools are interrelated, working together to transform the Plan's vision to reality.

Relationship to the Budget

The annual budget is one of the most potent tools for plan implementation because it sets priorities for action each year. Capital and operational funding decisions should directly reflect the principles and goals of this Plan. The Plan should serve as the basis for recommended work programs and as a focus for discussion of priorities from year to year. The City should review the Plan implementation program and recommend

appropriate actions to achieve the Plan principles and goals. If specific actions are not funded, the City should evaluate whether they should be deferred or omitted from the Plan implementation program. When there is a conflict between budget priorities and Plan principles or goals, the City should consider whether the specific principles or goals remain valid.

Development Regulations

On a day-to-day basis, the City's development regulations are essential tools for Plan implementation. The Future Land Use Map (FMLUM) and the growth-related goals are achieved through a myriad of incremental decisions about specific development projects. Because the Plan does not carry the force of law, the City must achieve its goals through a variety of actions, including amendments to the City subdivision and zoning regulations and the zoning map. Updates to these regulations should be consistent with the Plan to ensure that incremental actions on development requests support the Plan's vision, principles, and goals.

Capital Improvements Planning

The City's capital improvements plan (CIP) allocates funds for public improvements that are critical to achieve the Comprehensive Plan's vision. The CIP should be updated annually to identify and estimate costs of improvements needed to serve anticipated growth and include:

- Projects needed to resolve deficiencies and maintain adequate levels of service for each of the next five years;
- Annual budgets for each project being proposed;
- Funding sources for each project; and
- Establish the time frame to complete each project.

Ideally, the CIP should be guided by longer term master plans that identify improvements needed to serve anticipated growth for the next 10 to 20 years. These master plans should be updated at least once every five

Chapter 10: Implementation

years or when significant changes to the base systems modify the City's long-term capital investment strategies (e.g., changes in service areas, significant changes in the Future Land Use Map, changes in service demand or delivery patterns).

Relationship to Other Plans

The Comprehensive Plan is a foundation for more specific initiatives, such as neighborhood, corridor, or area plans. These planning efforts should be based on the vision and principles of the Comprehensive Plan and consistent with the goals established by this document. Comprehensive Plan implementation and these other planning initiatives should be coordinated to maintain clear consistent direction for public and private decision-makers.

PLAN IMPLEMENTATION PROGRAM

Successful implementation of the plan results from many individual actions by the City, other service providers, and private decision-makers over the course of many years. The vision, principles, and goals describe the City's desired future. The Plan Implementation Program in this section lists actions to achieve this desired future by:

- Identifying actions and the type of action;
- Correlating actions with comprehensive goals'
- Setting a general time frame to carry out each action; and
- Assigning responsibility for implementing the actions and lists other entities that should be involved in the process.

ACTIONS TO IMPLEMENT GOALS

The actions listed in the Plan Implementation Program are arranged based on the guiding principles and the anticipated timeframes to accomplish each action. Actions can take several forms, they may be a program, policy/regulatory initiative, or project to name

a few types of actions that will implement the goals of the Plan.

Programs: Actions that require coordination between two or more entities that do not require any specific legislation to enact. Programs may or may not require specific budgetary allocations, though all require some level of resource allocation.

Policies: Actions that may require legislative authority to enact, such as ordinances, rules, regulations, and related enforcement activities. Internal policies do not require legislative authority.

Projects: Non-recurring actions that require a specific budgetary allocation. These may be allocations for studies, capital expenditures, or additional resources.

Timing

Each of the actions in the Plan implementation program is give a timeline for completion. These are grouped into the following categories:

Quick Starts: Actions that should occur within one year of the Plan's adoption. Quick starts show immediate action, and responsiveness to community concerns and input.

Near Term: Actions that should be initiated in the next three years.

Mid Term: Actions that should be initiated in the next five years.

On-going: Actions that require an ongoing commitment of resources over the life of the Plan

Responsibility

The responsibility for the implementation of the Plan will be a collaborative effort between a variety of elected and appointed officials as well as staff. The Director of the "Lead Agency or Department" may initiate an action, which may require cooperation from other departments, and authorization from appointed and elected officials.

Actions to implement Land Use Goals

ACTIONS	RELATED GOALS	LEAD DEPARTMENT OR AGENCY
QUICK STARTS		
Begin updating the City's development regulations to implement the goals of this Plan. (Action LU-1)	Goal LU-1	Planning Department
Zone property in outlying areas to retain the land for stormwater management, conservation, recreational, and other uses that reduce flooding risks within the city. (Action LU-2)	Goal LU-5	Planning Department
NEAR TERM		
Update site design standards to encourage or require the use of green infrastructure for stormwater management and preservation of the city's character. (Action LU-3)	Goal LU-4	Planning Department
Work with property owners to facilitate redevelopment and reuse of large, commercial developments at North Shore Square Mall and the Manufacturers Retail Outlets (MRO) sites near the junction of I-10 and Old Spanish Trail. (Action LU-6)	Goal LU-2, Goal LU-3	Mayor
MID TERM		
Create and maintain a municipal GIS portal publically available on the City website and evaluate streamlined permitting and development processes such as one-stop shop and on-line permitting. (Action LU-7)	Goal LU-8	Planning Department
Prepare a Parks and Recreation Plan focused on using linear assets, expanding parks to manage stormwater, and ensuring equitable park access. (Action LU-8)	Goal LU-5	Parks & Recreation Department
Update agreement with the Parish to coordinate decisions on land use, development, infrastructure extension, annexation and sales taxes in the Growth Management Area established in this Plan's Future Land Use Map. (Action LU-10)	Goal LU-6	Mayor
ONGOING		
Use the Future Land Use Map and text of the Comprehensive Plan to guide development, capital facilities, annexations, and other growth decisions. (Action LU-11)	Goal LU-1	All Departments
Evaluate proposed annexations based on the criteria described in this plan. (Action LU-12)	Goal LU-6	Planning Department

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Actions to Implement Housing Goals

ACTIONS	RELATED GOALS	LEAD DEPARTMENT OR AGENCY
QUICK STARTS		
Update development regulations to improve context sensitivity by allowing compatible mix of residential and non-residential uses and compatible land use transitions that consider neighborhood norms and guidance on the use of buffers, design transitions, building scale and other factors. (Action H-1)	Goal H-1	Planning Department
NEAR TERM-		
Coordinate with housing providers to create additional temporary and permanent shelter for homeless residents of Slidell. (Action H-2)	Goal H-2	Planning Department
Inventory substandard occupied structures in Slidell and work with nonprofit partners to make a Home Repair Plan for the City that provides a dedicated home repair program for vulnerable homeowners and small landlords. (Action H-3)	Goal H-3	Building Safety, Permits & Code Enforcement
Evaluate opportunities to overcome environmental constraints that create challenges to developing market-based and subsidized affordable housing. (Action H-4)	Goal H-4	Planning Department
Work with developers and the state to increase availability of Low-Income Housing Tax Credit (LIHTC) funds within the city. (Action H-5)	Goal H-6	Planning Department
Evaluate remaining tenure of existing LIHTC units and coordinate with property owners and housing agencies to increase the supply of low-income housing. (Action H-6)	Goal H-6	Planning Department
Quantify the current affordable housing inventory, including bedroom mix, income requirements, and expiration of affordability terms. (Action H-7)	Goal H-6	Planning Department
Create affordable housing incentives such as reduced parking requirements and density or height bonuses for multi-family development that incorporate target percentages of affordable housing units. (Action H-8)	Goal H-6	Planning Department
Ongoing		
Partner with non-profits or private sector to provide credit counseling and homeownership education through partnerships with non-profits or private sector. (Action H-10)	Goal H-2	Planning Department
Continue to enforce Property Maintenance Code and respond to calls about housing quality issues. (Action H-9)	Goal H-3	Building Safety, Permits & Code Enforcement
Continue to provide tree giveaways. (Action H-9)	Goal H-5	Keep Slidell Beautiful
Refine and enforce the City's tree preservation requirements and incentives. (Action H-11)	Goal H-5	Planning Department

Actions to Implement Transportation Goals

ACTION	RELATED GOALS	LEAD DEPARTMENT OR AGENCY
QUICK STARTS		
Inventory existing bicycle and pedestrian infrastructure and create a network map. (Action T-1)	Goal T-3; PS-1	Engineering Department
Adopt a Complete Streets policy and develop design standards for future street improvements. (Action T-2)	Goal T-3; PS-1	Engineering Department
NEAR TERM		
Incorporate appropriate streetscape improvements into all road improvement projects. (Action T-5)	Goal T-3	Engineering Department
Seek funding for a project to improve pedestrian crossings connecting Olde Towne to Heritage Park across Front Street. (Action T-9)	Goal T-1, Goal T-4	Engineering Department
As bicycle and pedestrian facilities are constructed, such as the Tammany Trace Extension, promote public awareness through wayfinding signage, maps, and well-marked routes . (Action T-3)	Goal T-5	Planning Department
Develop a Transportation Master Plan to evaluate and address condition, safety, and capacity of the road network. (Action T-4)	Goal T-6	Engineering Department
Create a Master Plan to use natural waterways such as Bayou Bonfouca, Bayou Liberty, and Bayou Patassat to create a greenway/blueway system connecting neighborhoods to nature and each other. (Action T-8)	Goal T-5	Planning Department
Update the Bicycle Plan; include Pedestrians in the updated version. (Action T-6)	Goal LU-7, Goal T-5	Planning Department
Develop Traffic Impact Analysis (TIA) standards for new development that support access management. (Action T-7)	Goal T-6	Planning Department
Implement a sidewalk expansion program across the city to address gaps. Update standards to ensure adequate context appropriate standards. (Action T-10)	PS-1, Goal T-4	Engineering Department
MID TERM		
Conduct a feasibility study on implementing a municipal public transit system. (Action T-11)	Goal T-3	Planning Department
ONGOING		
Work with New Orleans Regional Planning Commission and St. Tammany Parish to update and to implement Transportation Improvement Program. (Action T-13)	Goal T-1, Goal T-6	Planning Department
Coordinate with LA DOTD to manage traffic on arterials in ways that are compatible with planned land uses in those corridors. (Action T-14)	Goal T-1	Engineering Department
Implement the Airport Master Plan. (Action T-15)	Goal ED-1	Planning Department
Coordinate with STAR and ride-share service providers to enhance the Parish's demand-response transit system within the city. (Action T-16)	Goal T-3	Planning Department

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Actions to Implement Economic Development Goals

ACTIONS	TYPE	LEAD DEPARTMENT OR AGENCY
QUICK STARTS		
Update Economic Incentives Toolkit located on the City's website with federal, state, and local grants, and Enterprise Zone Tax Credit information. (Action ED-1)	Goal ED-3	Mayor's Office / Administration
Use the City's events calendar to include outdoor recreation events. (Action ED-2)	Goal ED-3	Cultural and Public Affairs
NEAR TERM		
Designate a City of Slidell employee position to be a marketer to companies and stakeholders to support business development in Slidell. (Action ED-3)	Goal ED-1	Mayor
Designate a City of Slidell employee to coordinate between local schools and nearby aerospace facilities to offer afterschool programs, camps, or internships in these fields and usher in a new chapter in Slidell's science and technology industry. (Action ED-4)	Goal ED-4	Mayor
ONGOING		
Designate a city employee to coordinate with economic development interests to implement the initiatives from the Thrive 2023 report. (Action ED-5)	Goal ED-1	Mayor
Coordinate with the Slidell Chamber of Commerce to bring businesses together to promote specials for dining and lodging. (Action ED-6)	Goal ED-2	Mayor
Designate a city employee to coordinate with commercial and industrial property owners to identify and take actions that enhance the vitality of these properties. (Action ED-7)	Goal ED-5	Mayor

Actions to Implement Natural Environment Goals

ACTIONS	RELATED GOALS	LEAD DEPARTMENT OR AGENCY
QUICK STARTS		
Implement the St. Tammany Parish Multi-Jurisdictional, Natural Hazards Mitigation Plan [2020 Update]. (Action NE-1)	Goal NE-5	Planning Department, Engineering Department
NEAR TERM		
Incorporate green infrastructure standards into the City's Unified Development Code. (Action NE-2)	Goal NE-1	Planning Department
Designate an employee to work with St. Tammany Parish Government and local non-profits and businesses to locate and set a specific location(s) to provide hazard refuges to house people during severe weather and to distribute resources. (Action NE-3)	Goal NE-5	Mayor
Designate an employee to work with St. Tammany Parish Office of Homeland Security and Emergency Preparedness to create an education program to inform residents, businesses, and stakeholders about disaster preparedness. (Action NE-4)	Goal NE-5	Mayor
MID TERM		
Establish a City ecotourism program that promotes recreational use of the city's natural resources. (Action NE-5)	Goal NE-1	Cultural and Public Affairs
Evaluate potential to expand recycling options with local artists, entrepreneurs, and companies. (Action NE-6)	Goal NE-4	Public Operations
Implement a local hotline for non-emergency reporting such as trash dumping, pipes leaking, and rodent control. (Action NE-7)	Goal NE-4	Public Operations
Designate a City of Slidell employee to evaluate outcomes of flood mitigation and disaster recovery programming to ensure equitable access to programs. (Action NE-8)	Goal NE-5	Mayor
ONGOING		
Maintain and expand capacity of stormwater infrastructure. (Action NE-9)	Goal NE-1	Public Operations
Monitor on-site erosion by enforcing the City's requirement for Erosion Control Plan during Development Permit process. (Action NE-10)	Goal NE-2	Planning Department
Monitor and participate as appropriate in Parish wetlands study, Parish LA SAFE—Louisiana's Strategic Adaptations for Future Environments—Adaption Strategy, sustainability study, green infrastructure standards development, and master drainage plan. (Action NE-11)	Goal NE-1, NE-3, NE-5	Planning Department, Engineering Department

**Chapter 10:
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Actions to Implement Infrastructure Goals

ACTIONS	RELATED GOAL	LEAD DEPARTMENT OR AGENCY
QUICK STARTS		
Complete the planned joined water transmission line beneath Interstate to join two portions of Slidell's current water system. (Action I-1)	Goal I-2	Engineering Department
Complete the Lindberg Sewer Lift Station upgrades project. (Action I-2)	Goal I-3	Engineering Department
Evaluate shared-use agreements with schools for utilization of parks and playgrounds by residents. (Action I-3)	Goal I-8	Mayor
Create a brochure to inform developers and residents of the requirements of the City's flood hazard mitigation and stormwater management regulations. (Action I-4)	Goal I-5	Planning Department
NEAR TERM		
Create a Stormwater Master Plan / Drainage Master Plan with system modeling to determine long term system needs. (Action I-5)	Goal I-1	Engineering Department
Impose limitation on impervious surfaces to reduce the burden on stormwater management facilities and to minimize the risks to people and property. (Action I-6)	Goal I-1	Planning Department
Redesign and modify existing detention basins on public property to increase passive recreation opportunities. (Action I-7)	Goal I-1	Engineering Department
Incentivize shared parking lots and on-street parking options to alleviate a need for more parking. (Action I-8)	Goal I-4	Planning Department
Create a master greenway and blueway plan for Bayou Bonfouca and Bayou Pattasat. (Action I-9)	Goal I-8	Parks & Recreation
Create a maintenance schedule and log to avoid deferred maintenance of parks. (Action I-10)	Goal I-8	Parks & Recreation
MID TERM		
Prepare a Parks and Recreation Plan focused on using linear assets, expanding parks to manage stormwater, and ensuring equitable park access. (Action I-11)	Goal LU-5	Parks & Recreation Department
ONGOING		
Expand buyout/buy in programs for neighborhoods experiencing repeat flooding within the city limits. (Action I-12)	Goal I-6	Finance Department
Create and maintain a maintenance schedule for water and wastewater systems so there is no deferred maintenance. (Action I-13)	Goal I-2; I-3	Engineering Department
Continue to apply for grants to elevate houses which are in flood zones and in danger of repeat flooding. (Action I-14)	Goal I-6	Finance Department
Maintain and rehabilitate existing park facilities. (Action I-15)	Goal I-8	Parks & Recreation Department

Actions to Implement Public Health and Safety Goals

ACTIONS	RELATED GOAL	LEAD DEPARTMENT OR AGENCY
QUICK STARTS		
Designate a City employee to work with retailers offering fresh, healthy foods to locate in neighborhoods throughout the city. (Action PS-1)	Goal PS-4	Mayor
Create a marketing campaign for the City to emphasize Slidell's reputation as a safe community and further promote its outdoor recreation opportunities. (Action PS-2)	Goal PS-5	Mayor, Cultural and Public Affairs
NEAR TERM		
Provide street lighting on all commercial and high-traffic streets. (Action PS-3)	Goal PS-1	Engineering
Seek local sponsors for fitness classes and events. (Action PS-4)	Goal PS-4	Parks and Recreation
Designate a City employee to coordinate with schools and community-based organizations to identify and respond to obstacles to active living and healthy eating in Slidell neighborhoods. (Action PS-5)	Goal PS-4	Mayor
Identify a location and establish a community garden on a vacant lot to serve as an example for other neighborhoods. (Action PS-6)	Goal PS-4	Parks and Recreation
MIDTERM		
Evaluate healthcare access in areas designated as medically underserved. (Action PS-7)	Goal PS-2	To Be Determined
ONGOING		
Coordinate and identify opportunities to partner with the St. Tammany Parish Sheriff's office on cross-jurisdictional public safety challenges. (Action PS-8)	Goal PS-3	Police Department
Provide accessible public parks, trails, playgrounds, and other recreation facilities in all Slidell neighborhoods. (Action PS-10)	Goal PS-4	Parks & Recreation

**Chapter 10:
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Actions to Implement Cultural Resources Goals

ACTION	RELATED GOAL	LEAD DEPARTMENT OR AGENCY
QUICK STARTS		
Promote use of tax incentives for redevelopment in NRHP and Cultural Districts. (Action CR-1)	CR-1	Planning Department
NEAR TERM		
Establish design guidelines, develop a plan to improve Olde Towne's walkability, especially near Heritage Park, Bayou Bonfouca, and Bayou Patassat. (Action CR-2)	CR-4	Planning Department
ONGOING		
Continue to enforce Certificate of Appropriateness requirements in Olde Towne Preservation District (Action CR-3)	CR-2	
Work with and support the Olde Towne Main Street Organization. (Action CR-4)	CR-3	Cultural and Public Affairs, Planning Department
Promote Olde Towne events to build local character and attract regional visitors. (Action CR-5)	CR-3	Cultural and Public Affairs
Coordinate with property owners to designate and protect the City's historic structures and sites. (Action CR-6)	CR-1	Planning Department



Bicycle Master Plan

Alternative Transportation for Work, Exercise, and Recreation

Adopted 6/24/2014
Amended 12/08/2020 (Ord. No. 4004)
Amended 6/27/2023 (Ord. No. 4132)

City of Slidell Bicycle Master Plan

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1. Introduction-

The Challenge

The City of Slidell is a great place to live, but a bad place to bicycle. The city's rapid growth from the 1960s through the mid-1980s was car centric and little attention was given to providing for bicycle paths or safe bicycle crossings. Sidewalks are too small, often too close to automobile lanes, and often end abruptly. Except in the oldest parts of the city, the street grid pattern is often disrupted making connectivity between neighborhoods problematic. Many of the main thoroughfares lack a suitable shoulder, if there is one at all, that bicycles can utilize. There is no fixed route public transportation to provide an alternative to automobile travel.

Current literature clearly identifies bicycle paths as beneficial to a city and its residents. Bicycles can reduce traffic congestion by providing an alternative means of travel to work, school, and entertainment. Bicycle riding exercises the body, providing for healthier residents. Families can enjoy quality time by riding together. For these reasons and many others, the City of Slidell would benefit from a comprehensive, interconnected bicycle path network.

Purpose and Goals

The purpose of the City of Slidell's Bicycle Master Plan is to provide a network of interconnected bicycle and pedestrian paths that would provide a safe, reliable means of transportation and recreation for the city's residents and visitors.

The goals of the bicycle master plan are to provide:

1. A safe alternative means of transportation for residents and visitors to get to and from home, school, work, entertainment, and shopping.
2. Opportunities for residents and visitors to exercise.
3. A safe way for families and individuals to recreate.

Some parts of the plan already exist and are in use today. Other parts would not be available for years. Therefore, one the main objectives of this master plan is to layout a comprehensive plan covering as much of the city as practical. The City can then identify, prioritize, design, fund, and construct individual projects. A second objective is to provide a flexible framework vice a detailed plan so that multiple means of funding can be pursued. The key to flexibility will be relying on multiples methods to create a bicycle path and being prepared to change methods if a quicker or less expensive method presents itself.

2. Methods Available for Bicycle Paths

Several methods can be used to provide for bicycle paths:

- A. **Dedicated Bicycle Path.** A stand-a-lone bicycle path separate from vehicle travel lanes, street shoulders, and pedestrian sidewalks. This method is the safest method but most

expensive, since it requires land acquisition and construction of paths from the ground up. This method also requires engineering, environmental studies, and dedicated maintenance funds.

- B. **Widened Sidewalk.** The sidewalk in the public right-of-way can be widened to include a bicycle path in addition to its normal pedestrian use. Pedestrian and bicycle lanes must be separate to provide for safe use. The benefits of this method are that it separates bicycles from automobile traffic and can be built on existing sidewalk infrastructure. The challenges of this method are that it requires that the public right-of-way be large enough to accommodate both bicycle and pedestrian lanes, and the widening of the sidewalk requires engineering, environmental studies, and dedicated maintenance funds.
- C. **Street Shoulder.** If the street shoulder is wide enough it can be striped as a dedicated bicycle lane. The benefits of this method are that it provides for a dedicated bicycle lane on an already constructed road surface. The challenges of this method are that it requires the shoulder be maintained to higher standard than typical road shoulders to provide a smooth surface suitable for bicycles and the shoulder cannot be used for on street parking. Also, while the bicycle lane and automobile travel lanes are separate, there is an increased risk of bicycle and automobile interaction. The risk to bicycles can be mitigated by placing a visual or physical vertical barrier separating bicycle lanes from automobile travel lanes. Examples include concrete barriers or flexible poles with reflective markings.
- D. **Share the lane.** Where no shoulder exists and the public right-of-way is limited, bicycles and automobiles can share the vehicle travel lane. To identify the lane's co-use as a bicycle lane as well as an automobile travel lane through the use of striping and bicycle lane symbols. This method relies on bicyclists and automobile drivers knowing and adhering to the state laws protecting bicyclists. The benefits of this method are that it allows bicycle paths in areas where the public right-of-way is limited and it is the least expensive to create and maintain, since a roadway is already provided for automobiles. The challenges of this method are that it places automobiles and bicyclists in same lane, increasing the chance of collisions. As a result, this method should be limited to narrow, little traveled residential streets where the speed limit is already low.

A bicycle path may be composed of one or more of above methods, and, over time, a route or route segment can be improved. Initially, the method could be a share the lane. Then, as more resources become available, routes or route segments could be improved into a widened sidewalk or dedicate bicycle path.

3. Bicycle Path Concept

Overall Concept

The City's master bicycle plan consists of three interconnected circular routes—North, Middle, and South—that connect the majority of the City's neighborhoods and other routes that connect to outlying neighborhoods and regional bicycle paths. The network consists of eight paths with a combined length of about 24 miles of trails (See Map 1)

<u>Bicycle Path</u>	<u>Approximate Distance</u>	<u>Map Numbers</u>
Northern Loop	7 Miles	1, 2
Middle Loop	4.7 Miles	1, 3
Southern Loop	3 Miles	1, 4
Heritage Park-Camp Salmen	3 Miles	1, 2
Bayou Patassat	1 Mile	1, 2
Kensington-John Slidell Park	1.3 Miles	1, 2
Oak Harbor Connector	0.6 Miles	1, 4
Tammany Trace Extension	4.4 Miles	1, 2
Southwest Loop	2.2 Miles	1, 2, 4

Northern Loop

(See Maps 1 & 2)

Length ≈ 7 Miles			
Description: Loop route that includes neighborhoods in northern portion of the city to include north of Gause Blvd, between Gause Blvd and Fremaux Ave, and south of Fremaux to include Olde Towne and Lincoln Park. Passes by Slidell High, Florida Elementary, Brock Elementary, Slidell Jr. High, and St. Tammany Jr. High. Passes through Possum Hollow Park and intersects with bicycle paths that lead to John Slidell Park and Heritage Park.			
Route	Method		Notes
	Initial	Long Term	
Commences at Slidell High			Near intersection (9th St and Tiger Ave
Proceed south down 9 th St, to intersection with Gause Blvd	Share the Lane	Widened Sidewalk	
Cross Gause Blvd	Existing Traffic Light	Existing Pedestrian signalization and striping	Complete. Pedestrian signalization and striping updated in 2022.
South down 9 th St to intersection with Teddy Avenue	Share the Lane	Widened Sidewalk	
Proceed west on Teddy Avenue to intersection with 3 rd St/Sgt Alfred	Share the Lane		
Turn south down 3 rd St/Sgt Alfred, pass by Slidell Jr. High	Share the Lane	Widened Sidewalk	
Cross over Fremaux Avenue at 3 rd St/Sgt Alfred St traffic light	Existing Traffic Light	Add Bicycle-Pedestrian signalization and striping	
Continue south down 3 rd St/Sgt Alfred to intersection with Cousin St	North of Fremaux Share the lane then Use of Shoulder Fremaux – Cousin: Initially Combination of Share the Lane and Street Shoulder.	Widened Sidewalk	
Turn east down Cousin St and proceed to Possum Hollow Park then through Possum Hollow Park to far side exiting onto 6 th St	Cousin: Share the lane Possum Hollow Park: Use existing trail/path	Cousin: Widened Sidewalk	
Continue south down 6 th St. to intersection with Daney St	Share the Lane	Widened Sidewalk	
Turn east down Daney St. to intersection with Beth Ave	Share the Lane	Widened Sidewalk	Portions of Daney St are in St Tammany Parish
Turn north up Beth to intersection with Shortcut Hwy	Share the Lane	Widened Sidewalk	
Cross Shortcut Hwy to get onto Lakewood	Uncontrolled crossing	Bicycle/Pedestrian Crossing with signalization and striping	
North up Lakewood Dr to Intersection with Gause Blvd	Street Shoulder	Widened Sidewalk	
Cross Gause Blvd	Existing Traffic Light	Add Bicycle-Pedestrian	

		signalization and stripping	
Continue north on Rue Rochelle then Audubon to intersection with Robert Blvd	Street Shoulder	Widened Sidewalk	
Cross Robert	Existing Traffic Light	Add Bicycle-Pedestrian signalization and stripping	
Continue north on North Blvd to intersection with Hwy 11	Street Shoulder	Widened Sidewalk	
Turn South down Hwy 11 to intersection with Indiana Ave	Un-useable, not safe	Dedicated bicycle path as part of LA DOTD project to expand Hwy 11 bridge over rail road tracks	Alternative: At intersection of North Blvd and Melody Dr. turn south down Melody Dr. to intersection with Fountain Dr. then turn East on Fountain Dr. to intersection with Robert Blvd then South down Robert Blvd to Tower Dr. then west on Tower Dr. to Joe Buccaron Dr then South on Joe Buccaron to Tiger Dr. then East to 9 th St to end point
Turn East down Indiana Avenue to intersection with 9 th Street	Share the Lane	Widened Sidewalk	
South down 9 th Street to Slidell High and the end point	Share the Lane	Widened Sidewalk	

Middle Loop

(See Maps 1 & 3)

Length ≈ 4.7 Miles			
Description: The Middle Loop connects neighborhoods on both sides of Old Spanish Trail and links the Northern and Southern Loops. The Middle Loop would also connects Fremaux Town Center to the rest of the city. The route begins and ends at Abney Elementary and passes by St. Tammany Jr. High.			
Route	Method		Notes
	Initial	Long Term	
Commence at Abney Elementary on Kostmayer			
Proceed west on Kostmayer Ave to intersection with Timothy Dr.	Street Shoulder	Widened Sidewalk	
Turn south down Timothy Dr to intersection with Thomas Dr	Share the Lane	Widened Sidewalk	
Turn onto Thomas Dr. and continue south to intersection with Hickory Dr.-Lopez St	Share the Lane	Widened Sidewalk	
Turn east on Hickory Dr.-Lopez St. to intersection with Faith Dr.	Street Shoulder	Widened Sidewalk	
Turn north on Faith Dr and proceed north to Intersection with Old Spanish Trail	Share the Lane	Widened Sidewalk	
Cross Old Spanish trail to Town Center Parkway	Unprotected	Traffic light with pedestrian/bicycle signalization and striping.	
Continue north on Town Center Parkway to intersection with Daney St.	Street Shoulder	Widened Sidewalk	Currently no connection from Town Center Pkwy to Daney St.
Turn west on Daney St. and proceed to intersection with 6 th St	Share the Lane	Widened Sidewalk	
Turn south on 6 th St and proceed to intersection with Eleanor St	Share the Lane	Widened Sidewalk	
Turn east on Eleanor St. and proceed east to intersection with Washington Ave	Share the Lane	Widened Sidewalk	
Turn south on Washington Ave and proceed to intersection with Cleveland Ave.	Share the Lane	Widened Sidewalk	
Turn west on Cleveland Ave and proceed to intersection with Lincoln Ave	Share the Lane	Widened Sidewalk	
Turn south on Lincoln Ave and proceed to intersection with Pine Tree St	Share the Lane	Widened Sidewalk	
Turn northeast on Pine Tree St. and proceed to intersection with Slidell Ave.	Share the Lane	Widened Sidewalk	
Turn south on Slidell Ave and proceed to intersection with Old Spanish Trail	Share the Lane	Widened Sidewalk	
Cross Old Spanish Trail	Existing traffic light	Add pedestrian-bicycle signalization to light and stripe crosswalk.	
Continue south on Slidell Ave to Intersection with Kostmayer Ave and the end point at Abney Elementary	Share the Lane		

Southern Loop

(See Maps 1 & 4)

Length ~ 3 Miles			
Description: The Southern Loop begins and ends at the Fritchie Park Gym and includes a bike/pedestrian path around a pond in Fritchie Park. The Southern Loop includes the neighborhoods between Pontchartrain Drive, Old Spanish Trail, and the Spartan Dr. and connects to the Middle Loop and the Oak Harbor Connector			
Route	Method		Notes
	Initial	Long Term	
Begin Fritchie Park Gym			
Proceed through Fritchie Park to intersection with Rama St	Dedicated Bicycle Path		
Proceed up Rama St to intersection with Hickory Dr-Lopez St.	Dedicated Bicycle Path		This portion Rama St was never developed and current ownership undetermined. Alternative route is • North up West Howze Beach Rd to intersection with Cayo St Method: Share the Lane • Turn West on Cayo St and proceed to intersection with Almonaster St. Method: Share the lane • Turn North on Almonaster St. and proceed to intersection with Hickory Dr-Lopez St Method: Share the Lane
Turn West on Hickory Dr-Lopez St and proceed to intersection with Oxford St	Share the Lane	Widened Sidewalk	
Turn South on Oxford St and proceed to intersection with Westchester	Share the Lane	Widened Sidewalk	
Turn West on Westchester and proceed to intersection with Berkley passing by Our Lady of Lourdes School	Share the Lane	Widened Sidewalk	
Turn South on Berkley and proceed to intersection with Spartan Dr.	Share the Lane	Widened Sidewalk	
Turn East on Spartan Drive and proceed to entrance Fritchie Park and End Point, passing by Salmen High School en route.	Start with Share the Lane then get on existing Dedicated Bicycle Path	Dedicated Bicycle Path	

Heritage Park- Camp Salmen Connector

(See Maps 1 & 2)

Length ≈ 3 Miles			
Description: The Heritage Park-Camp Salmen Connector provides a route for neighborhoods along both sides of West Hall Avenue and connects Heritage Park to the city's center and connects, through Camp Salmen, to The Tammany Trace.			
Route	Method		Notes
	Initial	Long Term	
Commence Heritage Park			
Proceed north on Bayou Lane to intersection with West Hall Ave	Share the Lane	Widened Sidewalk	
Turn West on West Hall Ave and proceed to intersection with Carroll Road	Share the Lane	Widened Sidewalk	Need to add Bicycle Lane to bridge of Bayou Bonfouca
Cross Carroll Road	Existing Improved intersection with Widened Sidewalk.		Complete. St Tammany Parish improved crossing in 2017.
Proceed East on Garden Dr. to intersection with West Ln	Share the Lane		
Turn North on West Ln and proceed to bicycle-pedestrian entrance to Camp Salmen the end point.	Share the Lane	Dedicated Bicycle Path	

Bayou Patassat

(See Maps 1 & 2)

Length ≈ 1 Mile			
Description: Bayou Patassat path connects Heritage Park with Possum Hollow Park using the Bayou Patassat drainage to pass under Front Street.			
Route	Method		Notes
	Initial	Long Term	
Heritage Park			
Proceed West on Bayou Lane to intersection with Bayou Patassat	Share the Lane		
Turn East into Bayou Patassat drainage and cross under Front St. Bridge and proceed to intersection with Guzman St	Dedicated Bicycle Lane		Need to work out where to cross Bayou Patassat
Proceed East on Guzman St. to intersection with 4 th St	Share the Lane	Widened Sidewalk	
Turn North on 4 th St and proceed to intersection with Dewey Ave	Share the Lane	Widened Sidewalk	
Turn East on Dewey Ave and proceed to and enter Possum Hollow Park and link into Northern Loop	Share the Lane	Widened Sidewalk	

Kensington-John Slidell

(See Maps 1 & 2)

Length ≈ 1.3 Miles			
Description: Kensington-John Slidell is an existing path that connects John Slidell Park with the Kensington Subdivision. Proposed additional segments would connect this path to the Northern Loop using a City of Slidell drainage servitude, and connect to Gause Blvd (Hwy 190).			
Route	Method		Notes
	Initial	Long Term	
Start at John Slidell Park Gym and follow the bicycle path to northeast corner Kensington Subdivision	Existing Dedicated Bicycle Path		Complete.
Extension along existing city drainage	Dedicated Bicycle Path		Could connect existing path to Northern Loop
Extension to include: - Continue south on Nickel Lp - Turn Kensington Ln and continue west to Kensington Blvd - Turn at Kensington Blvd and continue south to Gause Blvd	- Share the Lane - Dedicated Bike Path - Dedicated Bike path		Would connect existing path to Gause Blvd (Hwy 190).

Oak Harbor Connector

(See Maps 1 & 4)

Length ≈ 0.6 Miles			
Description: The Oak Harbor Connector connects Fritchie Park with the Oak Harbor subdivision and its internal bicycle paths.			
Route	Method		Notes
	Initial	Long Term	
Commence at Fritchie Park Gym			
Exit park onto W. Howze Beach Rd	Share the Lane on park streets		
Proceed South down W. Howze Beach Rd across canal into back of Oak Harbor Subdivision then tie into existing trail network.	Share the Lane	Widened Sidewalk	

Tammany Trace Extension

(See Maps 1 & 2)

Length ≈ 4.4 Miles			
Description: Tammany Trace Extension continues the existing Tammany Trace eastward across Highway 190 in the former railroad corridor toward the center of Slidell and Heritage Park. The crossings of Highway 190 may be by tunnel. Once the trail turns southward around N Carnation St, the route may continue in the railroad corridor or it may continue along local streets or other easements.			
Route	Method		Notes
	Initial	Long Term	
Begin on Pennsylvania Ave, east of Front St (Hwy 11)			
Cross Front St (Hwy 11)	Improved crossing		
Proceed west on Pennsylvania Ave to Bayou Ln	Share the Lane	Dedicated Bicycle Path	
Proceed north on Bayou Lane to northern end of Public Works parking lot	Existing Widened Sidewalk		Complete. This portion overlaps the Heritage Park-Camp Salmen Connector
Proceed north to Gause Blvd W, either on local streets or adjacent to railroad	Widened Sidewalk along Bayou Ln, W Hall Ave, and S Carnation St	Dedicated Bicycle Path adjacent to railroad	This portion partially overlaps the Heritage Park-Camp Salmen Connector
Cross Gause Blvd W, either on local streets or adjacent to railroad	Share the Lane or Add striping and pedestrian-bicycle signalization	Tunnel	
Proceed north to Strawberry St, either on local streets or adjacent to railroad	Widened Sidewalk along N Carnation St and Strawberry St	Dedicated Bicycle Path adjacent to railroad	Alternative: Other local streets, such as N Carnation St to the former railroad corridor
Proceed north and west to Highway 190	Dedicated Bicycle Path		
Cross Highway 190 to existing Tammany Trace, the end point	Improved crossing	Tunnel	

Southwest Loop

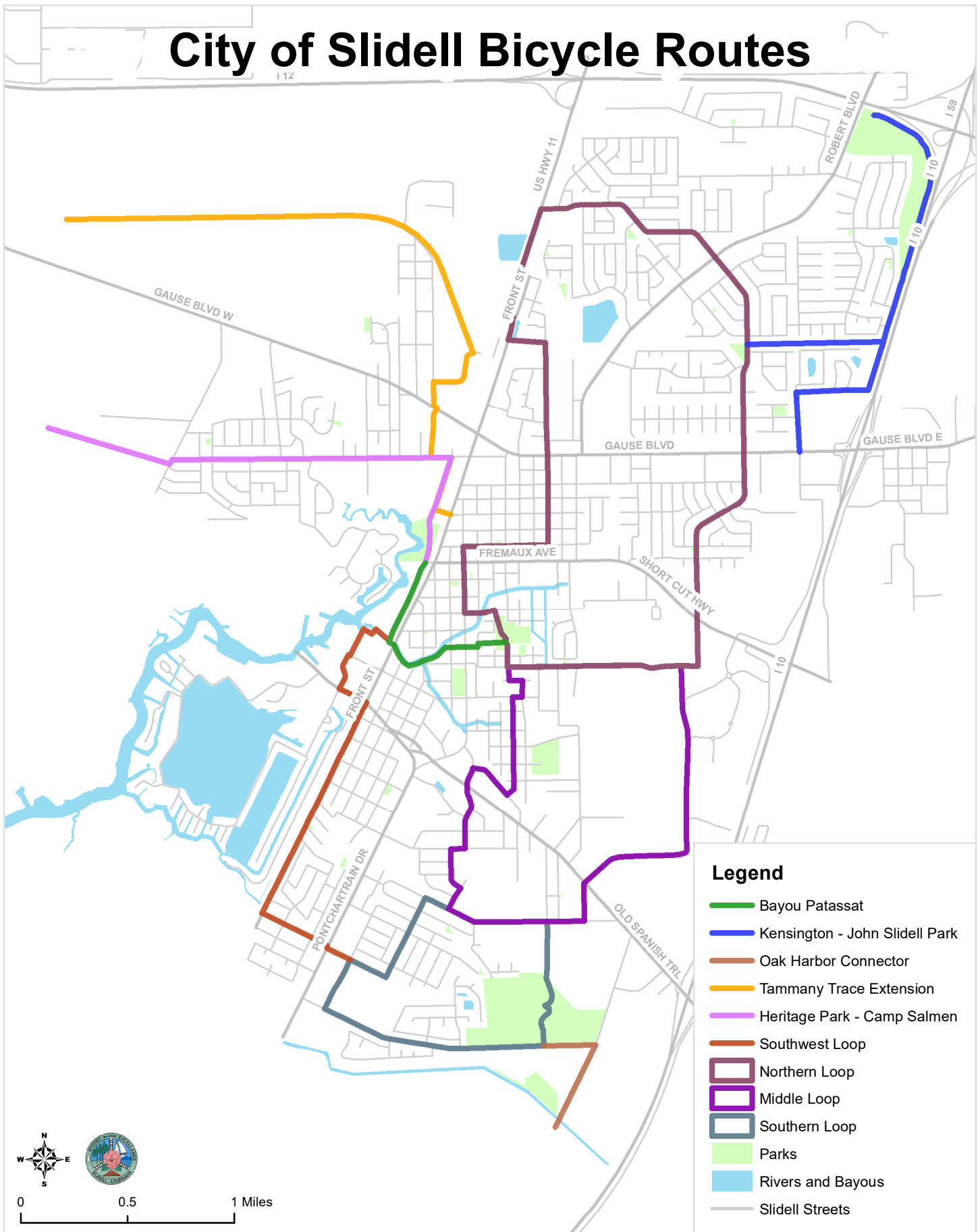
(See Maps 1, 2, & 4)

Length ≈ 2.2 Miles			
Description: The Southwest Loop connects the Bayou Patassat Loop with the Southern Loop, providing connections for the Palm Lake, Lee Street, and Dellwood neighborhoods.			
Route	Method		Notes
	Initial	Long Term	
Begin at Bayou Patassat crossing	Pedestrian Bridge		
Proceed south to Cleveland Ave	Dedicated Bicycle Path		This portion requires an easement
Proceed southwest on Cleveland Ave	Share the Lane	Dedicated Bicycle Path adjacent to roadway	
Cross Bayou Liberty (Hwy 433)	Improved crossing	Tunnel or Pedestrian Overpass	
Proceed east on Bayou Liberty (Hwy 433)	Dedicated Bicycle Path adjacent to roadway		
Turn at Front St, continue south to Sun Valley Dr	Dedicated Bicycle Path		
Continue east on Sun Valley Dr	Widened Sidewalk		
Cross Pontchartrain Dr (Hwy 11)	Improved crossing		
Continue east on Westchester Pl to Berkley St, the end point	Widened Sidewalk		

4. Conclusion

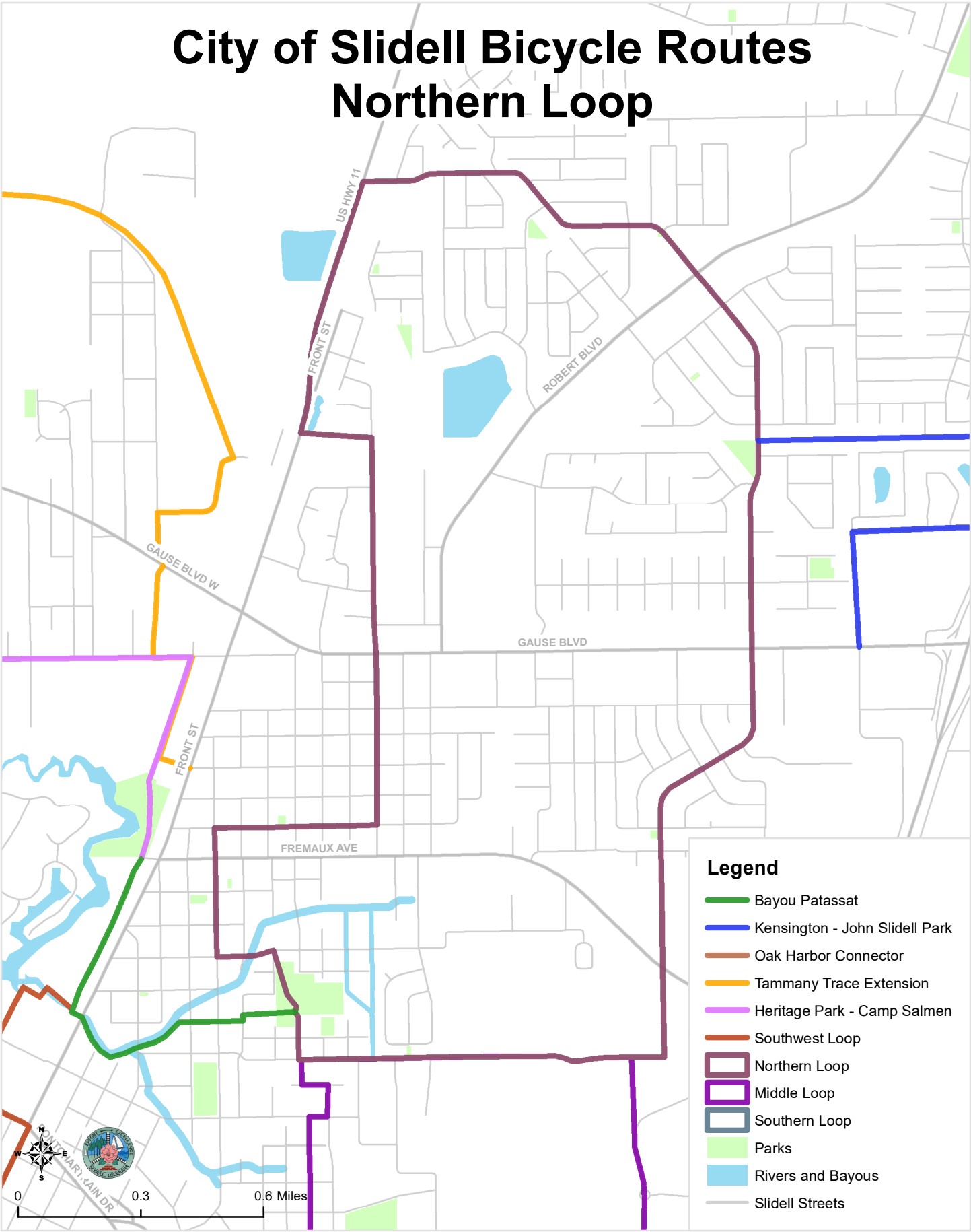
The City of Slidell will benefit from a comprehensive interconnected bicycle network. It will reduce traffic congestion, improve health, and enhance quality of life. Providing a comprehensive, interconnected bicycle network is a long and expensive undertaking. Implementation requires long-range vision, prioritization, perseverance, and detailed planning. This Bicycle Master Plan is intended to provide the long-range vision and a framework from which to identify, prioritize, design, fund, and build bicycle paths to meet Slidell's future needs.

City of Slidell Bicycle Routes

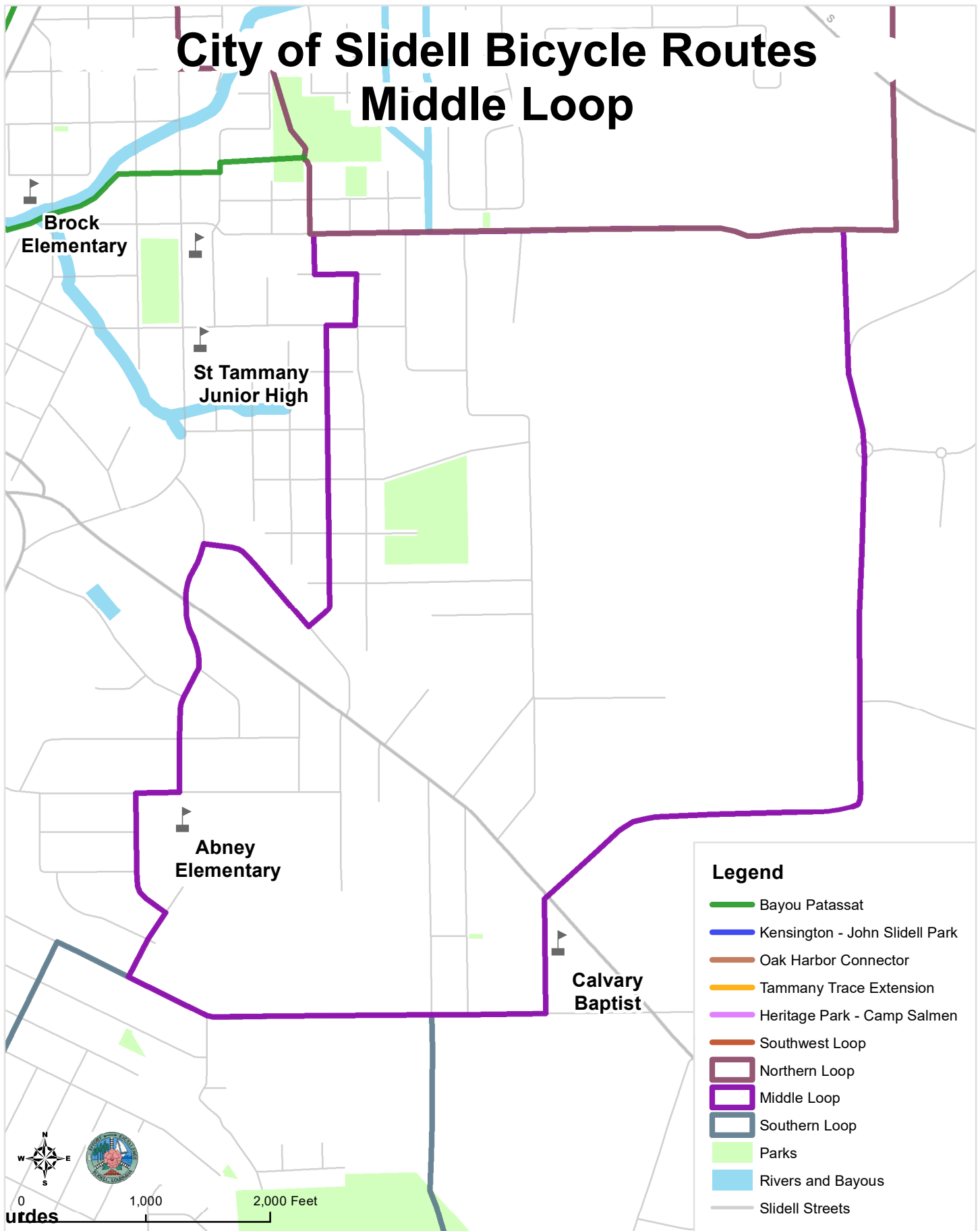


Map 1. Overall Concept
14

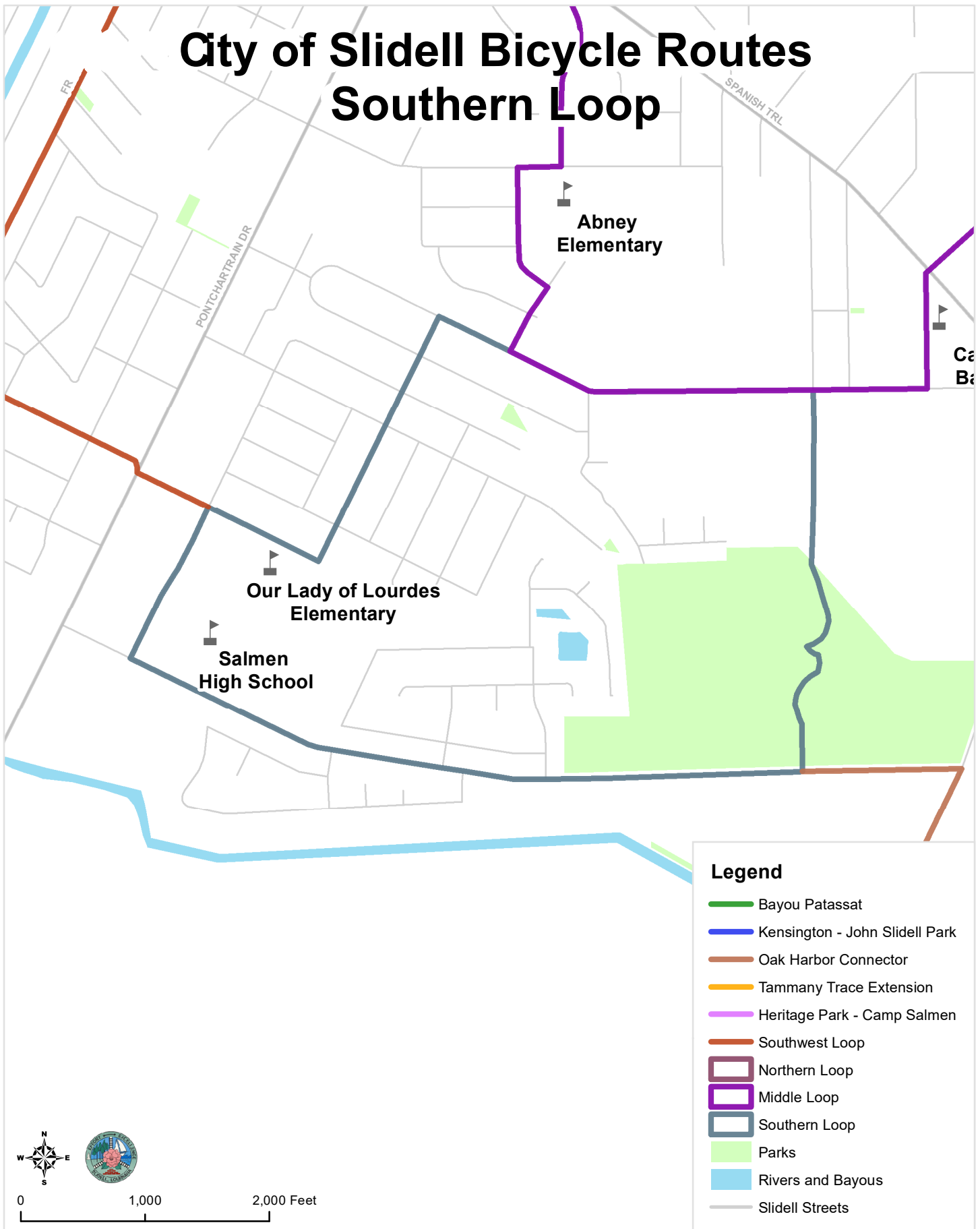
City of Slidell Bicycle Routes Northern Loop



City of Slidell Bicycle Routes Middle Loop



City of Slidell Bicycle Routes Southern Loop



RE: AB-290 (Sub-No. 423X), The Alabama Great Southern Railway-Abandonment Exemption-In St. Tammany Parish, Louisiana

From Thomas Schneidau <tschneidau@cityofslidell.org>

Date Mon 7/6/2026 8:18 AM

To czobraugh@mullinslawgroup.net <czobraugh@mullinslawgroup.net>; snaake@mullinslawgroup.net <snaake@mullinslawgroup.net>

Cc Michael Noto <mnoto@cityofslidell.org>; Randy Fandal <rfandal@cityofslidell.org>; Daniel McElmurray <dmcelmurray@cityofslidell.org>; Lydia Alford <lalford@cityofslidell.org>

You don't often get email from tschneidau@cityofslidell.org. [Learn why this is important](#)

Dear Mr. Mullins,

I am contacting you on behalf of Mayor Randy Fandal of the City of Slidell, Louisiana.

We are in receipt of your recent correspondence inquiring into any anticipated adverse environmental impacts related to the above-referenced abandonment.

Please be advised that the City of Slidell has not identified any anticipated adverse environmental impacts related to the abandonment.

We look forward to the finalization of the abandonment process, and we thank AGS for its diligence and efforts.

Best regards,
Thomas

Thomas S. Schneidau
City Attorney, City of Slidell
P.O. Box 828
Slidell, LA 70459
985-646-4396 (phone)
985-646-4397 (fax)

CONFIDENTIALITY NOTICE: This transmission may contain information which is privileged or confidential. If you have received this transmission in error, please do not disclose, copy, distribute, save, or use the contents of this message, and please notify me immediately at tschneidau@cityofslidell.org.

From: [DEQ SOV](#)
To: [Plum, Scott D.](#)
Cc: [DEQ SOV](#); [Chris Means](#); [Chance Henderson](#)
Subject: [EXTERNAL] DEQ SOV# 250709/0850 AB-290 (Sub-No. 423X), Norfolk Southern Railway Company - Abandonment
Date: Thursday, July 31, 2025 3:51:47 PM
Attachments: [SOV#250709-0850 Response Letter.pdf](#)

Good afternoon!

Please see the attached general response comment letter I am sending on behalf of the Louisiana Department of Environmental Quality.

DEQ SOV# 250709/0850 **AB-290 (Sub-No. 423X), Norfolk Southern Railway Company - Abandonment:**

Please send all Solicitation of Views (SOVs) requests and questions to SOVs@la.gov.

Best,

Marissa Jimenez

Environmental Scientist Manager

Louisiana Department of Environmental Quality

Office of the Secretary

SOVs@la.gov



STATE OF LOUISIANA
DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF THE SECRETARY

July 31, 2025

Scott Plum, Director
Strategic Planning - Box 7
Norfolk Southern Corporation
650 W Peachtree St NW, Atlanta, GA 30308
scott.plum@nscorp.com

RE: 250709/0850

**AB-290 (Sub-No. 423X), Norfolk Southern Railway Company - Abandonment
Norfolk Southern Funding
St. Tammany Parish**

Dear Mr. Plum:

The Louisiana Department of Environmental Quality (LDEQ) has received your request for comments on the above referenced project.

After reviewing your request, the Department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Debbie Bissett (Debbie.Bissett@la.gov) or Melissa Reboul (Melissa.Reboul@la.gov) with the LDEQ Water Permits Division at (225) 219-3590 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit is required. An application form or Notice of Intent will need to be submitted if the sludge management practice includes preparing biosolids for land application or preparing sewage sludge to be hauled to a landfill. Additional information may be obtained on the LDEQ website at <https://deq.louisiana.gov/page/sewage-biosolids> or by contacting Ronda Burtch with the LDEQ Water Permits Division at (225) 219- 3213 or Ronda.Burtch@la.gov.



STATE OF LOUISIANA

DEPARTMENT OF ENVIRONMENTAL QUALITY OFFICE OF THE SECRETARY

- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Please refer to the following regulations as they may apply to your project: LAC 33:III.Chapter 28 (Lead-Based Paint Activities); LAC 33:III.Chapter 27 (Asbestos Training and Accreditation requirements); LAC 33:III.5151, Emission Standard for Asbestos (for any renovations or demolitions); and LAC 33:III.1305.Control of Fugitive Emissions (prevention of Particulate Matter from becoming airborne).
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 or SPOC@la.gov is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.
- **The following comments are provided by the Underground Storage Tanks Division (USTD) and are in response to SOV No. 250709/0850:**

A file review indicates the following Agency Interest (AI) Numbers are located in the vicinity of your project in St. Tammany Parish, LA and at one time contained USTs on the properties that have been removed from the LDEQ database:

AI No. 77576; CLECO Corp.; 97 Camp Villere Rd.
AI No. 30287; KIK LA Inc.-Slidell Plant; 646 Carnation St.
AI No. 75133; Circle K No. 2896; 1150 Front St.
AI No. 85384; Northside Plaza; 101-194 W. Gause Blvd.
AI No. 10028; Precision Tune; 1224 Front St.

Confirmed releases have been reported at AI Number 75133. The Incident Numbers related to these releases have been closed by the LDEQ.

If the project will involve the disturbance of any soils in former UST areas which may exceed the Screening Option Standards established by the LDEQ Risk Evaluation/Corrective Action Program (RECAP) Regulation, these materials may be considered a waste and disposed of at a permitted facility, or might be managed as part of a Solid Waste Beneficial Use or Soil Reuse Plan in accordance with LAC 33:VII.Chapter 11. Alternately, a site-specific RECAP Evaluation might be conducted and submitted to the LDEQ.



STATE OF LOUISIANA

DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF THE SECRETARY

If any underground storage tanks are encountered during the project, they must be in compliance with the regulations found in LAC 33:XI of the Environmental Regulatory Code. If any contaminated soil or groundwater is encountered, the findings should be reported to LDEQ.

Currently, St. Tammany Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.

Please send all Solicitation of Views (SOVs) requests and questions to SOVs@la.gov.

For Air Planning & Assessment questions/inquiries, please contact Chance Henderson at 225-219-3056 or Chance.Henderson@la.gov.

For Water Planning & Assessment question/inquiries, please contact Kori Blitch at 225-219-3499 or Kori.Blitch@la.gov.

For Remediation question/inquiries, please contact Keith Horn at 225-219-3717 or Keith.Horn@la.gov.

For Underground Storage Tank questions/inquiries, please contact Chris Means at 225-219-3652 or Chris.Means@la.gov.

Sincerely,

Marissa Jimenez
Environmental Scientist Manager
Louisiana Department of Environmental Quality
Office of the Secretary



STATE OF LOUISIANA
DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF THE SECRETARY

July 17, 2026

William A. Mullins
Mullins Law Group PLLC
2001 L Street NW, Suite 720
Washington, DC 20036
czorbaugh@mullinslawgroup.net

RE: 260706/0420

**AB-290 (Sub-No. 423X), The Alabama Great Southern Railway - Abandonment Exemption
Surface Transportation Board Funding
St. Tammany Parish**

Dear Mr. Mullins:

The Louisiana Department of Environmental Quality (LDEQ) has received your request for comments on the above referenced project.

After reviewing your request, the Department has no objections based on the information provided in your submittal. However, for your information, the following general comments have been included. Please be advised that if you should encounter a problem during the implementation of this project, you should immediately notify LDEQ's Single-Point-of-contact (SPOC) at (225) 219-3640.

- Please take any necessary steps to obtain and/or update all necessary approvals and environmental permits regarding this proposed project.
- If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System (LPDES) application may be necessary.
- If the project results in a discharge of wastewater to an existing wastewater treatment system, that wastewater treatment system may need to modify its LPDES permit before accepting the additional wastewater.
- All precautions should be observed to control nonpoint source pollution from construction activities. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Debbie Bissett (Debbie.Bissett@la.gov) or Melissa Reboul (Melissa.Reboul@la.gov) with the LDEQ Water Permits Division at (225) 219-3590 to determine if your proposed project requires a permit.
- If your project will include a sanitary wastewater treatment facility, a Sewage Sludge and Biosolids Use or Disposal Permit is required. An application form or Notice of Intent will need to be submitted if the sludge management practice includes preparing biosolids for land application or preparing sewage sludge to be hauled to a landfill. Additional information may be obtained on the LDEQ website at <https://deq.louisiana.gov/page/sewage-biosolids> or by contacting Ronda Burtch with the LDEQ Water Permits Division at (225) 219- 3213 or Ronda.Burtch@la.gov.



STATE OF LOUISIANA

DEPARTMENT OF ENVIRONMENTAL QUALITY

OFFICE OF THE SECRETARY

- If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps directly regarding permitting issues. If a Corps permit is required, part of the application process may involve a water quality certification from LDEQ.
- All precautions should be observed to protect the groundwater of the region.
- Please be advised that water softeners generate wastewaters that may require special limitations depending on local water quality considerations. Therefore if your water system improvements include water softeners, you are advised to contact the LDEQ Water Permits to determine if special water quality-based limitations will be necessary.
- Please refer to the following regulations as they may apply to your project: LAC 33:III.Chapter 28 (Lead-Based Paint Activities); LAC 33:III.Chapter 27 (Asbestos Training and Accreditation requirements); LAC 33:III.5151, Emission Standard for Asbestos (for any renovations or demolitions); and LAC 33:III.1305.Control of Fugitive Emissions (prevention of Particulate Matter from becoming airborne).
- If any solid or hazardous wastes, or soils and/or groundwater contaminated with hazardous constituents are encountered during the project, notification to LDEQ's Single-Point-of-Contact (SPOC) at (225) 219-3640 or SPOC@la.gov is required. Additionally, precautions should be taken to protect workers from these hazardous constituents.
- **The abandonment would appear to include significant amounts of treated wood elements, the treated timber must be removed then reused, recycled, or properly disposed of at permitted facilities.**

The presence of treated timber as well as spills could have resulted in soils which may have contaminant concentrations that exceed the Screening Option Standards established by the LDEQ Risk Evaluation/Corrective Action Program (RECAP) Regulation, these materials may be considered a waste and disposed of at a permitted facility, or might be managed as part of a Solid Waste Beneficial Use or Soil Reuse Plan in accordance with LAC 33:VII.Chapter 11. Alternately, a site-specific RECAP Evaluation might be conducted and submitted to the LDEQ.

- **The following comments are provided by the Underground Storage Tanks Division (USTD) and are in response to SOV No. 260706/0420:**

A file review indicates the following Agency Interest (AI) Numbers are located in the vicinity of your project in St. Tammany Parish, LA and at one time contained USTs on the properties that have been removed from the LDEQ database:

**AI No. 77576; CLECO Corp.; 97 Camp Villere Rd.
AI No. 30287; KIK LA Inc.-Slidell Plant; 646 Carnation St.
AI No. 75133; Circle K No. 2896; 1150 Front St.
AI No. 85384; Northside Plaza; 101-194 W. Gause Blvd.
AI No. 10028; Precision Tune; 1224 Front St.**



STATE OF LOUISIANA

DEPARTMENT OF ENVIRONMENTAL QUALITY OFFICE OF THE SECRETARY

Confirmed releases have been reported at AI Number 75133. The Incident Numbers related to these releases have been closed by the LDEQ.

If the project will involve the disturbance of any soils in former UST areas which may exceed the Screening Option Standards established by the LDEQ Risk Evaluation/Corrective Action Program (RECAP) Regulation, these materials may be considered a waste and disposed of at a permitted facility, or might be managed as part of a Solid Waste Beneficial Use or Soil Reuse Plan in accordance with LAC 33:VII.Chapter 11. Alternately, a site-specific RECAP Evaluation might be conducted and submitted to the LDEQ.

If any underground storage tanks are encountered during the project, they must be in compliance with the regulations found in LAC 33:XII of the Environmental Regulatory Code. If any contaminated soil or groundwater is encountered, the findings should be reported to LDEQ.

Currently, St. Tammany Parish is classified as attainment with the National Ambient Air Quality Standards and has no general conformity determination obligations.

Please send all Solicitation of Views (SOVs) requests and questions to SOVs@la.gov.
For Air Planning & Assessment question/inquiries, please contact Chance Henderson at Chance.Henderson@la.gov.
For Water Planning & Assessment question/inquiries, please contact Kori Blitch at Kori.Blitch@la.gov.
For Remediation question/inquiries, please contact Keith Horn at Keith.Horn@la.gov.
For Underground Storage Tank questions/inquiries, please contact Chris Means at Chris.Means@la.gov.

Sincerely,

A handwritten signature in blue ink that reads "mjimenez".

Marissa Jimenez
Environmental Scientist Manager
Louisiana Department of Environmental Quality
Office of the Secretary

From: Lafayette ES, FW4 <lafayette@fws.gov>
Sent on: Thursday, July 24, 2025 8:25:26 PM
To: Plum, Scott D. <Scott.Plum@nscorp.com>
Subject: [EXTERNAL] Norfolk Southern Railway Company - Abandonment - St. Tammany Parish
Attachments: 20250724 Norfolk Southern Railway Company.pdf (292.4 KB)

Good afternoon,

We have received your request for information regarding your project. Our office has an online screening tool, <https://ipac.ecosphere.fws.gov/>, for your use in reviewing projects for impacts to federally listed species. This tool generates a list of protected species that may be present in the project area and can also assist you with making an effects determination for those species using a determination key. There may be two determination keys available, one entitled "Louisiana Endangered Species Act project review and guidance for other federal trust resources" and the other "Northern Long-eared Bat and Tricolored Bat Range-wide Determination Key." If you are prompted with both, please complete both and you will receive a letter with directions on whether or not it is necessary to send it in to us for concurrence and/or further review. Please let me know if you have any questions or have any trouble with IPaC.

Please note this email address is the best way to reach our office for consultation on proposed projects.

Thanks,
Leah Bleke

From: Office of Coastal Management <bpel.mail@la.gov>
Sent on: Thursday, August 7, 2025 9:43:11 PM
To: Plum, Scott D. <Scott.Plum@nscorp.com>; ALEX.HADSKEY@LA.GOV; STORMWATER@STPGOV.ORG; MARK.HOGAN@LA.GOV
Subject: [EXTERNAL] P20250528- comment received



If you would like to respond, provide comment or contact someone about this application please click the OCM Analyst name below to send an email to the permit analyst, use the "Make Comments" link below to post a comment to the administrative record or call the OCM Analyst at 225-342-7591 or 800-267-4019. Be sure to reference your P# as found in the subject of this email. Do not use the "reply" button to respond to this email as this account is not monitored for incoming messages.

Coastal Use Permit Application Information

Applicant: Norfolk Southern Railway Company
Project: AB-290 (Sub-No. 423X), Norfolk Southern Railway Company - Abandonment
Project Parish(es): SAINT TAMMANY
OCM Analyst: Local Program Local Program (Local Coastal Management Program)
Preliminary Determination:
Application Modification: N/A
Comment from Local Coastal Program has been received for the referenced Coastal Use Permit Application.
Please be advised that you may be required to address any issues raised by these comments.

[View Comments](#)
[Make Comments](#)
[View Application](#)

From: Brunet, Sean G CIV USARMY CEMVN (USA) <Sean.G.Brunet@usace.army.mil>
Sent on: Monday, August 25, 2025 8:26:12 PM
To: Plum, Scott D. <Scott.Plum@nscorp.com>
Subject: [EXTERNAL] USACE REPLY: Railroad Line Segment Abandonment in St Tammany Parish
Attachments: Norfolk Southern SOV request.pdf (1.74 MB)

ORM#: MVN- 2025-00631-SQ

Applicant: Scott Plum, Norfolk Southern Railway Company

Project/Subject: Abandoning two railroad line segments in place

Location: RR Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and from Milepost 35.25 NA+/- to Milepost 38.00 NA+/- . Slidell, St. Tammany Parish, LA

Dear Mr. Plum,

This email is in reference to the attached letter dated June 30, 2025, concerning the abandonment of two railroad line segments, both in St. Tammany Parish, Louisiana.

We have reviewed your project, as proposed, and have determined that additional Department of the Army (DA) permits will not be required to simply abandon these railroad line segments in place in Slidell. However, any change in your methods of abandonment or proposed changes to the track segments will require a revised determination. Norfolk Southern will continue to be responsible for any authorized structures or portions of structures remaining in place, either above or below ground, until such time as these structures are completely removed or Norfolk Southern makes a good faith transfer of the authorization to a third party.

Please be advised that this determination only applies to DA permitting requirements and does not alleviate your responsibility to obtain proper authorization from other federal, state, or local agencies that may be required.

Please contact Mr. Bill Nethery by telephone at (504) 862-1790, or by email: william.r.nethery@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Brad LaBorde by telephone at (504) 862-2225 or by email: brad.laborde@usace.army.mil.

Future correspondence concerning this matter should reference account number MVN- 2025-00631-SQ. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Kind regards,

Sean Brunet

Sean Brunet, PE, PMP

USACE - New Orleans District

504-862-2232 (desk)

504-344-1520 (cell)

sean.g.brunet@usace.army.mil

Re: USACE REPLY: The Alabama Great Southern Railway - Abandonment Exemption - St Tammany Parish, Louisiana [Account Number MVN-2025-00631-1-SQ]

From Brunet, Sean G CIV USARMY CEMVN (USA) <Sean.G.Brunet@usace.army.mil>

Date Tue 8/11/2026 5:50 AM

To Spencer Naake <snaake@mullinslawgroup.net>

Cc William Mullins <wmullins@mullinslawgroup.net>

You don't often get email from sean.g.brunet@usace.army.mil. [Learn why this is important](#)

Good morning. Comment from the reviewer:

"Sorry, I must have added segments, when they had given a total already. The analysis will not change, though."

Hope this helps

Sean

From: Spencer Naake <snaake@mullinslawgroup.net>

Sent: Monday, 10 August 2026 13:33:27

To: Brunet, Sean G CIV USARMY CEMVN (USA) <Sean.G.Brunet@usace.army.mil>

Cc: William Mullins <wmullins@mullinslawgroup.net>

Subject: [Non-DoD Source] Re: USACE REPLY: The Alabama Great Southern Railway - Abandonment Exemption - St Tammany Parish, Louisiana [Account Number MVN-2025-00631-1-SQ]

Account Number: MVN-2025-00631-1-SQ

Sean,

Thank you for your response. Please note that there was some initial confusion regarding the mileposts/length of the Line, and we wanted to clarify that we determined that the Line is actually 3.60 miles.

In the actual E&HR, the Line is described as follows:

"AGS's proposed abandonment of approximately 3.60 miles of connecting rail lines (referred to herein as the "Line") extending from (1) Milepost NN 35.31 +/- to Milepost NN 36.66 +/- and (2) Milepost NA 36.00 to Milepost NA 38.25 +/- in St. Tammany Parish, Louisiana."

A map is provided at p. 20 of the PDF of the E&HR.

Does that change your analysis below?

Thank you,

Spencer



Spencer Naake
Senior Associate

2001 L Street NW, Suite 720
Washington, DC 20036

202-663-7829 Direct
202-441-1739 Cell
snaake@mullinslawgroup.net
mullinslawgroup.net

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From: Brunet, Sean G CIV USARMY CEMVN (USA) <Sean.G.Brunet@usace.army.mil>

Sent: Thursday, July 23, 2026 8:33 AM

To: William Mullins <wmullins@mullinslawgroup.net>

Cc: Spencer Naake <snaake@mullinslawgroup.net>; czobraugh@mullinslawgroup.net
<czobraugh@mullinslawgroup.net>

Subject: USACE REPLY: The Alabama Great Southern Railway - Abandonment Exemption - St Tammany Parish, Louisiana

Some people who received this message don't often get email from sean.g.brunet@usace.army.mil. Learn why this is important

ORM#: MVN- MVN-2025-00631-1-SQ

Applicant: William A. Mullins, Mullins Law Group, obo Alabama Great Southern Railroad Company
Project/Subject: Abandonment in place of 4.1 miles of railroad line in two railroad line segments
Location: South of I-10, northeast of Highway 190, and west of Highway 11, Slidell, within 70460 zip code, St. Tammany Parish, as per SOV request

Dear Mr. Mullins,

This email is in reference to your attached letter concerning the Railroad Line Abandonment in Slidell, St. Tammany Parish, Louisiana.

We have reviewed your project, as proposed, and determined that additional Department of the Army (DA) permits will not be required for simply abandoning these two railroad segments (totaling 4.1 miles) in place. However, any change in your methods of abandonment or future changes in use or other activities will require a revised determination. Additionally, abandonment of the rail lines does not relieve you from the responsibility of conforming to the terms and conditions of previously issued DA permits, if any. Alabama Great Southern Railroad Company will continue to be responsible for any structures or portions of structures remaining in place, either above or below ground, until such time as these structures are completely removed or Alabama Great Southern Railroad Company makes a good faith transfer of the permits, if any, to a third party as explained in the permit General Conditions.

Please be advised that this determination only applies to DA permitting requirements and does not alleviate your responsibility to obtain proper authorization from other federal, state, or local agencies that

may be required.

Please contact Mr. Bill Nethery of our Regulatory Branch by telephone at (504) 862-1790, or by email: william.r.nethery@usace.army.mil for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Brad LaBorde by telephone at (504) 862-2225 or by email: brad.laborde@usace.army.mil.

Future correspondence concerning this matter should reference account number MVN-2025-00631-1-SQ. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Kind regards,

Sean Brunet

Sean Brunet, PE, PMP
USACE - New Orleans District
504-862-2232 (desk)
504-344-1520 (cell)
sean.g.brunet@usace.army.mil

From: Mouton, Mitchell - FPAC-NRCS, LA <mitchell.mouton@usda.gov>
Sent on: Monday, July 14, 2025 6:15:23 PM
To: Plum, Scott D. <Scott.Plum@nscorp.com>
CC: Waltman, Brandon - FPAC-NRCS, LA <brandon.waltman@usda.gov>
Subject: [EXTERNAL] NRCS Response - Norfolk Southern Railway Company - Railway Abandonment - St. Tammany Parish
Attachments: Response Letter - Norfolk Southern Railway Company.pdf (269.84 KB)

Scott,
Attached is a response letter for the referenced request. Please let me know if you have any questions.

Best Regards,
Mitchell Mouton

State Soil Scientist
USDA-NRCS | LA Soils Section
Alexandria, LA

 **U.S. DEPARTMENT OF AGRICULTURE**
Natural Resources Conservation Service
3737 Government Street, Alexandria, LA 71302
p: (318) 473-7789 | c: (318) 955-6118

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July 14, 2025

Scott Plum, Director
Strategic Planning – Box 7
Norfolk Southern Corporation
scott.plum@nscorp.com

RE: AB-290 (Sub-No. 423X), Norfolk Southern Railway Company
Abandonment – St. Tammany Parish in Louisiana

Dear Scott:

I have reviewed the above referenced project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resources Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The map and narrative submitted with your request indicates that the proposed railway abandonment will not impact prime farmland and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov/>

Please direct all future correspondence to me at the address shown below.

Respectfully,



Mitchell J. Mouton
State Soil Scientist

Attachment



Natural Resources Conservation Service
State Office
3737 Government Street
Alexandria, Louisiana 71302
Voice: (318) 473-7751 Fax: (844) 325-6947

Helping People Help the Land

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN ST. TAMMANY PARISH, LOUISIANA**

Revised Environmental and Historic Report

APPENDIX D

BRIDGE LIST

Structure	Milepost	Bridge Type	Deck Construction	Length in Feet	Height in Feet	Date Built*
Bridge	NN 36.02	Pile Trestle	Timber Ballast	53.64	11.4	Unknown
Bridge	NN 36.23	Pile Trestle	Timber Ballast	147.00	13.2	Unknown
Bridge	NA 36.15	Pile Trestle	Timber Ballast	147.95	13.0	Unknown
Bridge	NA 36.27	Pile Trestle	Timber Ballast	72.20	7.0	Unknown
Bridge	NA 36.32	Pile Trestle	Timber Ballast	45.00	7.0	Unknown

***When AGS acquired the Line, it was only given inspections and ratings. AGS is not in possession of any documentation (e.g., plans) that would provide the documented ages of the bridges.**

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

AB-290 (Sub-No. 423X)

**THE ALABAMA GREAT SOUTHERN RAILROAD COMPANY
– PROPOSED ABANDONMENT EXEMPTION-
IN ST. TAMMANY PARISH, LOUISIANA**

Revised Environmental and Historic Report

**APPENDIX E
TOPOGRAPHICAL MAPS AND PHOTOS**



BRIDGE – MILEPOST NN 36.02



BRIDGE – MILEPOST NN 36.23



BRIDGE – MILEPOST NA 36.15



BRIDGE – MILEPOST NA 36.27



BRIDGE – MILEPOST NA 36.27

